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CHINESE REPOSITORY.

VOL. X.—JULY, 1841.—No. 7.

ART. I. *Meteorological observations made at the island of Chusan from the month of September, 1840, to February, 1841.*

THE barometer employed was one of Newman's mountain barometers; the difference between which and the standard barometer at the observatory, Cape of Good Hope, was + 0.014 inches. The elevation of the cistern above the level of the sea during the month of September was 72 feet, during which time the observations were made on a point at the western extreme of the harbor, opposite to a small island called Guardhouse island in Thornton's chart, and Seaou-chuk san by the Chinese. The subsequent months the observations were made in a house at the western extreme of the suburbs, where the level of the cistern was 21 feet above the mean tidal level. The temperature of the air in the shade was ascertained by a box-wood thermometer (Fahrenheit's scale), close to which was placed a similar one, with a piece of cotton attached to the bulb, which was kept moist and registered at the same period to show the degree of dryness in the atmosphere. The observations for radiation were made with similar thermometers, the bulbs of which were exposed to the sun's rays, one of them blackened by indian ink. A self-registering thermometer was placed near to the shade thermometer, and the maximum and minimum temperature registered every morning. The rain guage during the month of September was a copper cube of 6 inches, which was surrounded with straw to check the evaporation. Upon the removal of the instruments to the suburbs, one of the rain guages supplied by H. E. the Governor-general was obtained. The register in the table indicates the actual measurement daily, (the rain guage never being emptied.) The observations during the month of September were made by Mr. W. H. Symonds mate of H. M. S. Blenheim, and subsequent to that period by Mr. A. Roger of H. M. S. Blenheim. The hourly register on the 21st of each month was taken in accordance with the directions of the committee for the antarctic expedition and magnetical observatories.

September. BAROMETER. THERMOMETER.

D. m.	6 A. M. Baro.	6 A. M. Th.	9 A. M. Baro.	9 A. M. Th.	Noon. Baro.	Noon. Th.	3 A. M. Baro.	3 A. M. Th.	6 P. M. Baro.	6 P. M. Th.	9 P. M. Baro.	9 P. M. Th.	6 A. M. Air.	6 A. M. Wet.	9 A. M. Air.	9 A. M. Wet.	Noon. Air.	Noon. Wet.
1	29,800	78	29,820	85	29,840	90	29,800	93	29,800	83	29,840	82	77	76	88	82	100	87
2	800	79	860	84	836	87	810	84	810	80	832	78	78	77	85	81	86	81
3	826	78	850	82	866	87	874	90	874	87			76	76	82	78	89	82
4																		
5	920	85	924	88	924	88			874	82			86	82	94	85	94	85
6	866	81	914	84	910	86	862	87	850	82	880	81	79	77	85	80	91	87
7	866	81	870	86	876	86			836	82	866	79	79	77	81	87	90	82
8	838	80	886	85	876	88	838	86	848	83	880	81	77	78	86	81	93	83
9	846	78	888	85									75	74	85	80		
10					936	89	888	91	882	85	900						94	87
11	938	78	960	84	960	87	930	90	930	84	930	85	75	75	86	81	90	81
12	918	78	962	85	950	86			898	85			76	77	85	80	86	
13	830	78	850	84	812	89	763	88	760	84	800	83	75	76	84	80	92	84
14	782	77	800	78	800	76	758	78	776	73	806	73	74	74	77	74	74	74
15	800	74	880	77	848	81	848	82	876	80			73	71	76	72	81	75
16	918	74	30,050	79											81	73		
17	30,000	73											71	71				
18	29,900	74	890	76	824	77	794	77	750	77	792	75	73	72	76		81	
19	886	70	952	71	944	74	936	76			30,032	72	67	67	74	66	72	72
20	30,000	69	30,020	75	30,026	83	980	82	30,000	78	012	73	67	68	75	78	89	78
21	29,900	72	026	77	29,994	83	990	86	29,992	79	022	73	69	70	77.5	72	85	76
22	960	75	000	84	980	89	950	89	950	81			73	71	81	74	88	79
23	950	72	048	81	30,000	86	986	86	786	80			70	70	80	73	87	84
24	950	77			29,976	84	996	81	976	80	29,900	79	75.5	76			87	85
25	888	79			950	84	942	89	892	88			76	77			82	78
26	868	75	29,900	76	936	77			30,006	78	30,040	77	72	72	75	74	74.5	74
27	30,064	72	30,116	73	30,102	75	30,090	75	118	74	150	73	72	71.5	71	70	74	73
28	116	71	210	76					004	74	090	71	71	69	76	71		
29	110	68	110	72	080	70	064	70	074	69			67	67	71		67	
30	080	69	148	69	120	72	100	71	080	70	100	68	67	67	67		71	

THERMOMETER.						RADIATION.						RANGE.		WINDS AND WEATHER.	
3 P. M.		6 P. M.		9 P. M.		9 A. M.		Noon.		3 P. M.		6 A. M.		RAIN GUAGE.	
Air.	Wet.	Air.	Wet.	Air.	Wet.	Blk.	Com.	Blk.	Com.	Blk.	Com.	Max.	Min.		
96	84	82	80	79	78	123	123	104	103	126	125	93	75	4.1 ins	Calm, 0 bcv; bcv; Easterly 3 bcv; 3
80	79	76	77	76	76	94	95	101	98	82	80	100	75	3.9	NNE. 1 c; Wtly. 2 c; Ely 2 or; W. or; 2 or.
92	83	87	83			108	101	109	103	106	102	94	76	4.6	Calm, 0 bv; N. easterly 2 bv;
															S. Easterly 5 bcv;
		81	81			92	96	93	92			96	71	3.9	
93	83	81	77	79	76	88	89	96	92	29	90	94	78	3.5	S, Easterly 4 c; S. Easterly 5 bc;
		81	77	79	78	92	91	94	92			94	78	3.2	S. E. 4 bcv;
92	84	84	79	80	77	89	89	93	92	89	92	93	78	3.	S. Easterly 5 bcv;
						98	90					94	75	2.6	Easterly 2 bv;
100	93	81	79					101	97	96	94			2.25	
87	82	79	79	85	80	94	92	88	88	94	94	102	75	2.125	Easterly 3 bcv;
		80				91	81	94	87			98	74	2.5	Easterly 3 bcv;
88	87	84	81	90	79	99	98	97	96	96	92	93	76	2.	S. Easterly 1 bv; 4 bv; 4 bc; 4 c;
75	75	72	72	72	75	83	83	77	76	77	76	94	74	1.875	N. Westerly 4 c; 4 c; 4 cr; 4 cr; 4 cr; 4 cr;
81	73	76	75			85	84	98	94	91	86	78	70	1.9	N. Westerly 4 bc;
						100	100					83	68	1.875	N. Westerly 3 bc;
												85	70		
77		78										92	71		E. 5 r; S. E., S. E 5 po; S. 5 rm; N. W. 7rq.
				71								79	66		North 4 pqm; 0 bc;
90	82	80	77			104	104	94	94	92	86	81	65	2.25	Northerly 1 bcm; 2 bcm, Easterly 2 bcm;
88.5	78	75	69	71	68	103	99	103	102	103	96	89	70	2.	Calm 0 0; W. 3 bcm; N. E. 3 bc; E.S.E. 4bc.
88	83	76	72			110	105	103	95	94	91	103	95	1.8	N. Easterly 3 bcm; 4 bcm; 3 bcm;
89	83	75	71			103	95	94	88	96	89	89	70		N. Easterly 4 bcv;
83	82	79	79	77	76							91	72		Easterly 4 c; 4.
89	81	86.5	82					102	99	104	95	88	76		Easterly 2 c; 2c.
		71		73								92	73		Easterly 1 0;
73	72	72	71	71	69							75	71	1.33	E. by N. 0 0; N. E. by E. 3; E. N. E. 4 0;
		73		71	70							77	69	2 04	N. E. 1 0; N. E. by E. 3;
												83	66	2.04	N. E. 3 0; N. E. by E. 3 orm.
71	69	67	66	66											N. E. 2 op; N. E. by E. 2 or; S. W. 0 pr

October. BAROMETER. THERMOMETER.

D. m.	6 A. M. Baro.	6 A. M. Th.	9 A. M. Baro.	9 A. M. Th.	Noon. Baro.	Noon. Th.	3 P. M. Baro.	3 P. M. Th.	6 P. M. Baro.	6 P. M. Th.	9 P. M. Baro.	9 P. M. Th.	6 A. M. Air.	6 A. M. Wet.	9 A. M. Air.	9 A. M. Wet.	Noon. Air.	Noon. Wet.
1	30,068	64	30,108	74	30,078	77	30,040	76	30,050	71	30,038	65	64	61.5	73	66	76	69
2	29,992	67	106	71			29,976	83	29,940	70	014	79	67	66	70			
3	940	70	104	79	29,984	81	974	74	974	74	018	71	69	67	77.5	73		
4	976	70	104	74					974	72	032	68	70	67	74.5	67		
5	30,026	67	120	73									67	64	82.5	81.5		
6	062	64	144	71	30,114	74.5	30,076	77	30,076	72			64	63	70	63	75	67
7	084	68	060	76	090	80	050	81	060	75	060	68	66	65	76	73	84	81
8	054	66	100	72	100	83	050	83			060	70	65	64	70.5	70	83	80
9	050	71	090	73	060	80.5	054	80	050	73			67	66	70.5	69	80.5	75
10	120	73	170	81	176	82	124	81	120	75	180	75	69.5	69	79	73	84	77
11	144	72	194	81	164	83	120	80	120	78	140	73	69.5	69	80.5	74	85	77
12	120	72	120	74	100	71	084	68	120	65.5	190	63	68	67	71	68	68	67
13	122	72	140	77	100	81	150	82	136	77	140	71	70	69.5	75.5	73	84	76
14	200	62	24	66	232	70.5	200	71	216	65			62	62	64	59	68.5	66
15	186	62	214	69	214	71	196	72	194	67			61	58	65	63	67	64
16	200	60.5	236	66	230	71	190	73	186	64	188	62	58	56.5	64.5	59	69.5	67
17	256	62	206	70	172	76	114	72	100	69	130	69	58.5	57	73.5	65	85	71
18	066	68	122	72									66.5	66	75	70		
19																		
20					140	73	260	71	130	68	150	66					71	69
21													64.5	63	68	63	73	67
22	184	65			140	76	105	75	092	68	116	65	61.5	59			81.5	71
23	050	65			118	72	086	72	100	68	214	63	60	57			72.5	70
24	332	54	335	57	330	61	320	61	330	58	342	57	52.5	51	55	51	60	57
25	320	58	330	61	320	61			330	62	300	61	55	53	60	57	60	57
26	260	64	312	66	240	74	208	73	204	71	204	70	61.5	59	69	64	79	71
27	204	70	240	71	224	74	176	74	198	67	192	70	66.5	66	70.5	69	81.5	77
28	154	69	184	69	158	71	120	71	038	67	130	67	65	65	67.5	67	71.5	68
29	100	67			062	71					157	71	63.5	63	72	69		
30	038	67	086	68	086	68	048	70	070	70	110	68	60.5		66.5		69	
31	126	67	092	69	022	73	29,982	74	29,984	73	986	72	65		68		73	71

THERMOMETER.						RADIATION.						RANGE.			WINDS AND WEATHER.
3 P. M.		6 P. M.		9 P. M.		9 A. M.		Noon.		3 P. M.		6 A. M.		RAIN	
Air.	Wet.	Air.	Wet.	Air.	Wet.	Blk.	Com.	Blk.	Com.	Blk.	Com	Max.	Min.	GUAGE.	Direction, Force, &c.
74.5	70	69	64									72	64	2.42ins	N. 2 bc; N. 2 bc; N. N. E. 1 bc; 1 bc; 0 bc;
82	78	69	67	77.5	73							76	64	2.29	N. E. 3 bc; 3 bc; 3;
81	78	72	69	70	68							83	68	2.08	N. E. 0 bc; N. 1; N 1 bc; N. 1 bc; N. 1 bc;
		71	66	68								84	67	1.88	N. 3 bc; N. W. 4 bc; N. E. 4 bc; N. 4 bc;
												74	67	1.5	N. 2 bcv; N. 2; N. 2;
80	71	68	64.5									75	63	1.4	N. 1 crn; cg; 2 c; N. E. 2 bc; 1 c;
75	74	69	68	67	63			95	90			83	68	1.35	N. E. 1 c; 2 bc; S. S. E. 3 bcv; N.ly 3 crn;
80	80			66.5		102	100			95	90	92	64	1.3	N.ly 1 bc; 3 bcv; 3; N. E.ly 3 bcv; N.E. 1 bcv;
80	74	73	72									88	60	1.2	N. Ely 0 o; N. by E. 1 o; N. Ely 4 cg; 3 c; 2 c;
80	78	73	72.5	72	71			95	90	90	85	82	68	.95	N. E.ly 2 c; 3 bcm; 4 bcm; 3 bcv; 2 bcv; 2 bcv;
84	85	82	83	70				95	90	88	86	85	70	.80	N. E.ly 3 bcv; 3; E.ly 3 bcv; S.E.ly 3 bcv; 3.
66	65	63	62	62	62							88	68	.45	S. W.ly 2 bcm; 4 o; N. W.ly 4.5 oq; 5 odq;
88	80	75	73	72	71			95	89	98	90	85	69	.6	S. E.ly 2 bcv; 2; 3; 3; 2; 1;
67.5	61	63	63					85	81	87	81	72	61	.6	N. E.ly 4.5 bcq; N. N. W. 4.5 cq; 4 bcv; 3;
68	63	64	61							84	80	69	61	.56	N. W.ly 2 bcv: 3 bcm; 4 c; 4 bc; 3 o; 3 o;
71	65	61	60	58.5	56			83	80	87	80	70	58	.4	N.ly 2 bcv; 2 bcv; N. N. W 4 bcv; 4 bc; 2;
72	65	67.5	63	66.5	65			94	86			75	58	.25	N. E.ly 2 c; S. E.ly 2 bcv; N. E.ly 2 c; 2 o;
												85	59	.4	N. E.ly 0 o; N. E.ly 0 o;
70.5	68	63.5	62	63	62										N. W.ly 4 opq; 4 cq; 4 cq; 2 bcv;
74.5	65	64	61	65	59	104	99	85	90	104	93	75	60	3.6	N. N. W. 2 bc; N.ly 2 bcv; N. W.ly 3 bcv;
79	68	65	62	62	61			89	80	83	78	76	61	3.38	N. by E. 0 bcv; S. E.ly 3 bcv; 3; 3; bcv;
70	67	65	63	58	58							84	58	3.2	S. E.ly 2 bcv; N. N. W. 3 op; 4 op; 4.5 opq;
60	57	55	54	54	53							74	52	3.2	N. W.ly 4 oq; 4 oq; 2 o;
		58	56	60	59							64	51	2.9	N.ly 1 o; N. N. E. 3 o; 3 o; o; N. E.ly 4.5 oq;
75	67	66	65	67	65							70	55	2.85	N. E.ly 0 bc; 0 c; N. E.ly 4.5 oq; N. E.ly 4 c;
71.5	71	68.5	67	68.5	68							80	61		0 od; o or; 0 op; N. W.ly 1 op; N. N. W 1 op;
70.5	68	66	64	64	64							85	61	.67	0 or; N. E.ly 3 or; N. E.ly 2 c; N. W.ly 2 o;
				63								71	64		0 c; N. E.ly r bcv; 1 c; N.ly N. E.ly 1 bc;
69		68		63								74	63		0 bcv; N.ly 1 cp; N.W. 1 op; 1 cp; S.W.ly 2.
72	71	70		68	67							69	63		0 cr; N. N. W. 2 cr; N. W. 3 c; N. N. W 3.4

November. BAROMETER. THERMOMETER.

D. m.	6 A. M. Baro.	6 A. M. Th.	9 A. M. Baro.	9 A. M. Th.	Noon. Baro.	Noon. Th.	3 A. M. Baro.	3 A. M. Th.	6 P. M. Baro.	6 P. M. Th.	9 P. M. Baro.	9 P. M. Th.	6 A. M. Air.	6 A. M. Wet.	9 A. M. Air.	9 A. M. Wet.	Noon. Air.	Noon. Wet.
1	29,950	71	29,950	72	29,950	74.5			30,030	76	30,126	74	70	685	71.5	70	75	74
2	30,174	64	30,290	62	30,290	61	30,290	58	390	57	444	54	61	61	60	60	60	58
3	448	52	478	52	500	54	430	54	454	54	454	53	50.5	50.5	52.5	52	53.5	51.5
4	424	54	442	55	424	59	424	61	380	60	380	59	54	51.5	56	56	59	57.5
5	300	59	312	60	300	60	272	68	272	68	272	67	56	54	60	56	67	66
6	224	64	238	66	244	67	200	70	226	68	224	65	63	62	64.5	64	65	65
7	188	68	226	70			190	69	200	68	292	44	66.5	66	70	68		
8	246	62	228	60	264	62	248	63	246	63	266	63	60	59	60	60	61	60
9	248	62	274	62	200	63	190		190	63	190	63	60	60	60	61	62	63
10	090	63	118	62	084	63	074	63	074	63	085	63	60	60	60	62	62	62
11	038	63	078	63.5	100	65	090	63	120	63	168	61	62	61	62	63	64	63
12	092	59.5	090	62	100	61					080	63	59	57	62	61	62	61
13	29,978	60	038	62	024	63	30,000	64	036	60	112	62	60	60	60	60	62	64
14	30,044	59	094	60	106	63	080	65	148	63	158	62	685	59	60	58	63	63
15	158	58	212	59	230	60	192	61	200	59	228	58	61	56	58.5	57.5	60	59
16	152	58	152	58	100	62					054	62	66	56	58	62	62	
17	042	52	048	53	064	53	050	52	036	52	090	48	52	49	52	49	52	50
18	022	47	036	47	050	47	040	47	044	47	080	48	46	45	46	45	46	44
19	028	47	028	48	048	50	29,942	52	020	52	040	52	47	46	48	47	50	50
20	024	52	050	53					050	56	078	56	51	50	53	53		
21	060	55	080	55							214	47	54	53	53.5	53		
22	216	44	292	43	272	44					350	43	43		43	43	44	43
23	321	42	332	43	360	47	30,332	48					42	42	40	40	46	44
24	240	42	246	41	212	54	146	56	146	53			40	36	43	43	54	50
25	120	48	124	57			148	62			200	56	42	42	51	48		
26	174	53	200	56	180	65			180	64	212	64	48	47	55	54	64	61
27	110	60	114	62	134	67	108	69	108	66	148	61	60	61	62	61	66	64
28	156	57	248	59	252	60	214	61	220	60	230	56	56		57	56	58	57
29	256	50	300	57	254	51	208	51	200	53			50		48	47	49	48
30	176	43	204	45.5	200	56	176	59	176	56	204	58	43	42	45	43	55	53

THERMOMETER.						RADIATION.						RANGE.		WINDS AND WEATHER.	
3 P. M.		6 P. M.		9 P. M.		9 A. M.		Noon.		3 P. M.		6 A. M.		RAIN	
Air.	Wet.	Air.	Wet.	Air.	Wet.	Blk.	Com.	Blk.	Com.	Blk.	Com	Max.	Min.	GAUGE.	Direction, Force, &c.
		74	73	72	72							73	69		N. N. E. 1 o; S. S. E. 2 c; N. N. E. 2 bc;
57	57	57	57	53								60	53		N. N. W. 3.4 orq; 4 orq; 4 or; N. W.ly 3 or;
54.5	52	52	52	52	52							61	51		N. W.ly 3 op; N. W.ly 3 c; 4 c; 3 c; N.N.W.
60	58.5	59	58	58	55							54.5	50.5		N.ly 2 bcv; 2 bcv; 2 bcv; 2 bcv; 2 bcv; 2 bcv;
68	67	67	65	65	63							60	53		0 bcm; 0 md; 0 cm; c; c; bcv;
69	69	66	65	64	64							68	56		S. S. W. 2 cm; cm; 0; bcv;
67	67	66	65	62	61							69	65		N. N. E. 2 bcv; bcv; N. W.ly 2 cm; N.N.W.
62	62	62	62	62	62							74	60		N. W. 2 cm; g; 2 g; N. W.ly 2.3 cp; 2 or;
		62	62	61.5	60							64	59		0 cmp; 0 cmp; 2 cm; cm; cm: 3 or;
62	62	62	62	63	62							63	60		N. N. W. 2 or; 2 or; N. N. W. 2 cmp;
61	62	61.5	61	59.5	60							64	60	3.2	N. N. W. 1 cm; W. S. W. 2 cmd; 2 cmd;
				61	61							64	59	3.65	N. W. 2 cm; 2 cm; 2; 1 cmd; 1 cmd;
64	62	62	61	60	59							62	58	3.82	N. N. W. 2 cmd; 2 cm; 2 cmd; 2 bcv;
63	64	63	62	60	59							64	58	3.82	N.ly 1 bcv; 2 bcv; 4 bcv; N. 3 bcv; bcv; bcp;
60	60	58.5	57	58	57							64	53	4.1	W. 3 cp; cmd; 3 cmr; cmd; cmd; cm;
				60	59							61	56	5.0	0 cm; cm; 3 c; r; 4 qr; 4 opq;
50	50	50	49	48	47							59	52	6.1	N. N. W. 5.6 cq; 6.7 cq; 4.5 bcq; 4 bc; 4;
46.5	46	47	45	47								59	47	6.4	N. W. 4.5 cq; 5; 5; 4; Wly 4; 4;
50	49.5	51	48	51	48							46	47	6.4	N. N. W. 2 c; 2 c; 2;
		55	55	55	54							51	47	6.4	0 cmp; cm;
				46								55	52	7.1	N. N. W. 2 cmd; cmd; cmr; 4; 5.6 cmdg;
				43	42							54	43	7.8	W.ly 5.6 crhq; 4 cmpq; N. N. W. 3 bcv;
47	44											55	41	8.4	N.ly 4 bcv;
56	50	52	50									48	40	8.3	N.ly 3 bcv; bc; northerly;
62	62			55	50							57	41	8.0	N.ly 2 bcv; 2 bcv;
		63	61	62	62							62	42	8.0	0 bmp; 0; bcv; bcv;
68	61	65	61	60	59							65	42	8.3	3 bcmp; bcm; bcm; 4; 4;
58	59	58	57									69	42	8.3	W.ly 3 bcd; cmd; c; 4 cmr; 4 c;
52	48	50	48									58	50	9.0	W.ly 3 bc; bc; 2 bcv; 2 bcv;
57	56	56		56								73	63	9.3	0 bcv; S.ly 2 bcv; bcv; bcv; S. E.ly 2 bcv;

December. BAROMETER. THERMOMETER.

D. m.	6 A. M. Baro.	6 A. M. Th.	9 A. M. Baro.	9 A. M. Th.	Noon. Baro.	Noon. Th.	3 P. M. Baro.	3 P. M. Th.	6 P. M. Baro.	6 P. M. Th.	9 P. M. Baro.	9 P. M. Th.	6 A. M. Air.	6 A. M. Wet.	9 A. M. Air.	9 A. M. Wet.	Noon. Air.	Noon. Wet.
1	30.200	50	30,258	52	30,258	63	30,282	65	30,268	64			43	44	57	50	62	60
2	206	59	228	61	176	61	112	63	132	62			52		60	57	60	59
3	152	56	176	56	240	58	110	58			30,200	56	55	53	55	54	57	56
4	348	49	362	48	392	49	352	50	390	47	392		48	45	46	45	47	45
5	284	47			282	60	176	61	170	60	130	61	46	45.2			58	57
6	024	65	070	66	058	68					220	60	64	63	64	63	66	65
7	300	54	318	54	310	58	300	59	350	45	378	54	53	52	52	49.5	56	54
8	350	52	482	52	394	55	458	55	458	50	516	48	50	48	50		54	53
9	466	47	498	48	466	50	440	49	508	48	506	46	45	43	48	47	49	48
10	520	45	588	46	560	50	558	48	558	46	537	46	43	42	45	42	50	46
11	490	43	490	45	490	52	426	53	416	47	426	47	40	39	45	43	51	51
12	390	44	442	48	400	57	380	53	384	52			44	40	47		52	47
13	350	38	398	43			340	57	324	55	324	52	36	40	43	41		
14	226	55	212	57	200	63	140	67	126	53	126	57	52	41	56		64	61
15	088	53	056	56	040	65			024	68	090	58	47	44	56	61	69	62
16	168	53	240	56	234	59			284	55	316	50	51	50	56		59	56
17	268	50	270	50	196	55	164	56	186	55	204	54	48	41	50	49	55	53
18	148	52	172	53			096	57			250	51	49	47	52	50		
19	414	45	444	44	506	46	424	45	470	42	548	37	42	40	42	40	45	44
20	582	32	660	33	572	36	522	36			532	32	31	29	33	30	35	30.5
21	480	28	506	32	440	36	404	40	400	39	428	36	29	27	32	30	37	30
22	376	35	422	40	396	42	348	44	388	47			34	30	41	31	42	36
23	376	40	390	42					352	51	378	46	37	36	34	37		
24	500	38	552	37	520	39	498	41.5	552	42	540	38	33	32	35	30	39	34
25	468	34	500	35	400	43			388	47	392	43	28	27	36	30	49	42
26	392	36	456	39	456	44	456	46			524	41	34	31	40	35	46	40
27	430	32	430	37	440	46			310	52	268	42	27	26	38	34	53	41
28	174	42	216	46	220	51	162	57	188	59	200	52	40	36	48	47	50	50
29	160	48	150	51	108	57	070	59	026	59	088	59	46	44	53	52	57	57
30	154	55	152	54	148	52			190	51	300	50	51	51	49	49	48	47.5
31	300	45	348	50			262	51			296	46	42	40	14	42		

THERMOMETER.						RADIATION.				RANGE.			WINDS AND WEATHER.
3 P. M.		6 P. M.		9 P. M.		9 A. M.	Noon.		3 P. M.			RAIN	
Air.	Wet.	Air.	Wet.	Air.	Wet.	Blk.	Com.	Blk.	Com.	Blk.	Com	Max.	Min.	GUAGE.	Direction, Force, &c.
63	59	60	57				95	85	83	86	76	72	45	0.0	Calm, 0 bcv; S. S. W. 1 bcv; calm, N. N. E.
60	59	60	59									77	43	0.0	Calm, 0 f; W.ly 1 fd; calm; 0 cm; 0 cm W.ly
56	56			55	54							60	52	.0	N. N. W. 1 cm: W.ly 2 bcm; calm 0 cm;
47	44	45	45	45	44	53	50	66	61	66	65	52	48	.0	N. N. W. 4 cq; 4 bcvq; N. W. 3 bcv; 3.4 bcvq;
58	56	59	58	60	58							52	44	.0	Calm, 0 bc; N. E. 4 bcvq; E. S. E. 4.5 oqd;
				58	57	81	75					64	46	1.2	Calm, 0 cm; N. W.ly 3 bc; 4 bc; N. N. W.
56	55	53	52	53	52	88	78	87	77	84	70	67	42	1.9	N. N. W. 1 bcv; N.ly 1 bcv; 1 bcv; 2 bcv;
53	52	49	49	45	44							57	49	1.9	N. W.ly 2 od; 1 cm; N. N. W. 3 c; bc; 2 bc;
49	47	48	47	46								52	45	1.9	N. N. W. 2 bc; cmd; 2 cmp; cmp; cp; bcv;
48	47	47	46	46	44			67	63			49	42	2.05	N. W.ly 2 bcv; 2 bcv; 3 bcv; bcv; 2 bcv;
51	50	48	47	47	46	63	57	70	63	67	60	52	40	2.05	N. N. W. 2 bcv; 2 bcv; c; bcv; 2 c;
51	46	48	45					68	60	67	60	50	38	2.05	N. W. 4 bcv; 4 bcv; 4 bcv; c; bcv;
60	56	53	51	50	48	80	70					55	36	2.05	N.ly 2 bcv; bcv; 2 bcv; 2 bcv; bcv; bcv;
67		53	50	55		87	81	93	87	97	87	60	37	2.05	N. W.ly 4 bcv; 4 bcv; N.ly 2 bcv; bcv; bcv;
		65	65	54		90	83	89	78			70	47	2.05	Calm, 0 bcv; 0 bcv; bcv; bcv;
		51	50	49	49			63	61			73	48	2.05	N.ly 2 bcv; cm; N. N. W. 3 bc; N.ly 3 bc;
55	54	53	51	50	49							59	48	2.05	N.ly 2 c; cm; c; c; c; c;
54	53			45	45							57	48	2.05	N.ly 1 cm; 0 cm; cm, N.ly 2 om; 5 op; 5 oqp;
40	39	38	37	34	33							52	42	3.9	N. W.ly 6 cq; 5 cq; 4.5 cq; 4 cm;
33	30			30	28	55	45	51	46			41	31	3.95	N. N W. 5 bcvq; N. W.ly 6 bcvq;
39	34	34	29	34	29	53	44	52	47	46	40	36	28	3.95	N. W.ly 4 bcv; 4.5 bcvq; 3 bcv;
41	34	42	41			55	48	51	46			41	31	3.95	W. N. Wly 4 bcv; bcv; cmq;
		47	44	39	37							44	37	3 95	N. W.ly 3 bcv; 3 bcv; 3 bcv; bcv; bc; bcv;
40	37	35	39	33	30		47	67	67	56		54	33	3.95	N. W.ly 4.5 bcvq; 3 bcv; 3 bcv; 3 bcv; 2 bcv;
		42	41	35	34	68	61	70	58			42	28	3.95	Calm, bcv; W. N. W. 2 bcv; 3 bcv; bcv;
46	44			37	31	62	53	60	55			46	34	3.95	Calm, bcv; N. W.ly 2 bcv; N. W.ly 3.4 bcv;
		50	55	40	38	78	67	73	65			49	27	3.95	Calm, 0 bcm;
60	57	55	54	48	46		53			73	66	65	39		Calm, cm; N. N. E. 1 cm; 0 cr; calm, 0 bc;
56	55	57	56	53	53							60	43	4.8	Calm, 0 cm; 0 cmr; 0 fp; fr; fr; 0 crq;
		48	47	46	45							58	47	14.	N. W.ly 4.5 foq; 3.5 frq; 4.5 fq; 4 bc; 4 o;
50	48			43	43							50	41	14.2	N. W.ly 3 cm; 3 om; bc; bcm; 0 o;

January. BAROMETER. THERMOMETER.

D. m.	6 A. M. Baro.	6 A. M. Th.	9 A. M. Baro.	9 A. M. Th.	Noon. Baro.	Noon. Th.	3 A. M. Baro.	3 A. M. Th.	6 P. M. Baro.	6 P. M. Th.	9 P. M. Baro.	9 P. M. Th.	6 A. M. Air.	6 A. M. Wet.	9 A. M. Air.	9 A. M. Wet.	Noon. Air.	Noon. Wet.
1	30,272	46	30,316	48	30,290	50	30,268	52	30,268	52	30,320	50	44	43	47	45	50	47.5
2	256	47	240	48			172	53	268	53	326	49	45	44	48	46		
3	390	42	450	42	422	42	440	41	444	39	474	37	30	38	40	38	41	38
4	504	32	524	32	518	34.5	500	35	512	34	524	33	30	28	31	30	33	30
5	558	32	558	32	556	36	523	39	526	40	556	38	31	30	33	31	31.5	31.5
6	530	33	544	36	510	45	456	47.5			410	40	31	30	41	40	49	44.5
7	364	35			375	44	229	47					33	30			44	42
8	332	35.5					283		330	49			32	31				
9	360	39	390	41	368	69	336	51	228	50	340	43	34	32	44	43	53	46
10	248	39	250	43	243	54	192	59			168	53	40	38	45	43	57	52
11	084	46	138	50	082	59	050	61	070	59	129	55	42	42	53	51	62	54
12	162	52	180	52	140	56	130	57	130	55	156	52	59	48	50	50	54	51
13	110	50	112	52	084	56	010	58	022	57	022	56	50	47	52	49	56	54
14	202	49	276	47	260	50	336	48	350	46	374	44	45	45	46	45	46	45
15											400	42				40	46	41
16	404	40	442	42	418	47	368	46	368	44	400	42	38	37	42	41	45	42
17	314	40	332	60	332	43	306	47	332	46	370	45	30	38	41	40	45	43
18	388	46	416	46	350	48	360	46	350	45	350	43	44	43	45	45	47	46
19	322	45	332	47	256	51	208	52			160	53	44	44	45	45	49	48
20	076	52	086	52	038	54	024	54	058	52	180	48	50	50	50	50	50	50
21	276	45	316	44	332	44	208	44	380	40	400	39	42	41	42	41	43	42
22	422	35	476	34	418	38			408	39	406	36	32	32	33	31	38	35
23	368	36			342	44							36	33			43	41
24	312	41	312	43	282	44			350	43	376	41	40	40	42	41	42	42
25	376	38	440	39	408	44	380	44	396	42	372	39	35	34	39	38	43	43
26	350	37							528	38	544	35	36	35				
27	532	33							482	38	474	37	34	32				
28	436	37	436	38	420	43			400	43	420	40	35	34	39	37	40	39
29	418	35	476	38			488	38	514	34	548	30	35	35	38	37		
30	606	29	606	30	590	31.5	580	32	576	33	576	32	28	27	28	27	31.5	20
31	536	33	512	35	546	38			460	38	460	38	33	32	35	34	36	34

THERMOMETER.						RADIATION.						RANGE.			WINDS AND WEATHER.
3 P. M.		6 P. M.		9 P. M.		9 A. M.		Noon.		3 P. M.		6 A. M.		RAIN	Direction, Force, &c.
Air.	Wet.	Air.	Wet.	Air.	Wet.	Blk.	Com.	Blk.	Com.	Blk.	Com	Max.	Min.	GAUGE.	
51	48	48	47	49	49							52	43	14.2	Calm, 0 cm; 0 cm; N. N. W. 1 cm; 2 cm;
51	50	48	47	44	43							51	43		Calm, 0 cm; 0 cm; cm; S. Wly 1 cm; N.Wl;
38	35	35	32	34	31							52	40	0.05	N. W.ly 5.6 cq; 5 bcq; N. W. 5 cq; 6.7 cq;
33	30	32	30	33	29							41	30		N. W.ly 5 cq; 4 bcq; N. W.ly 4 c; 4 os; 4 cq;
	34.5	36	34	32	32			65	62	51	48	34	28		N. W.ly 5 bc; 4 bc; W. N. W. 5 bc; 4; 4 c;
48	44			34	33	68	57	87	73	84	75	49	31		N. N. W. 2 b; b; W. 3 bc; N. W. 2 bc; 0 bc;
47	44							71	64	71	62	51	30		Calm; 0 bc; N. W. 3 bc; N. W. 2 bc;
49										73	60	49	32		N. W.ly 2 bm; bm; W. N. W. 3 b; bc;
50	45	42	40	42	35	72	63	85	71	73	65	51	31		N. W.ly 2 bc; 3; 3 bc; 3;
59	55			48	46	53	50	85	80	79	72	53	34		N.ly 1 bcv; S. E.ly 3 bcv; S. E.ly 3 bcv; 3 bcv;
63	55	52	50	54	52	72	73	78	74			60	42		Calm. 0 bcm; S. E.ly 1 bcm; N. W.ly 3;
53	50	48	46	50	46						62	41			0 m; 0 m; N. W.ly 3 m; m; m; cm;
54	52	53	55	52	52							61	41		N.ly 3 cm; S. E.ly 1 cm; 3 cm; 3 cm; or;
43	40	42	39	41	40							51	45	1.65	N. W.ly 5.6 cq; 5 oq; 4.5 oq; N.ly 5 oq; 4 oq;
44	43			40	39	44	43	46.5		45		46	39	1.95	N. W. 3 c; 3 c; 3 c; c;
44	42	41	40	38	36	66	56	56	50			47	38		N. W.ly 3 c; 3 bcv; 3 bc; 3 c; bc;
45	45	44	43	44	43							46	38	2.2	Calm, 0 cm; 0 cm; 0 cmd; 0 cr; o; N.W.ly;
43	43	43	42	43	42							46	40	3.0	N. W.ly 4 cd; 4 cr; N.ly 4 cmd; cmdq;
49	49			50	49							44	42	3.9	N.ly 4 cmd; 4 cmr; 3 cm; or; or; or;
50	50	48	47	45	45							51	42	4.95	S. W.ly 1 fr; fr; W.ly 3 f; 3 f; 4 oq; 4 odq;
40	38	37	37	37	36							50	42	6.10	N. W.ly 5.6 mrq; 5 mq; or; orq; 4 o;
		35	34	34	34	48	41	66	61			46	31	6.8	N. W.ly 3 bcv; o;
												38	32	7.5	N. W. 1 c; 0 cm; cm; cm; cmr; or;
		39	39	38	37							44	32		N.ly 4 cmr; N. Wly; N. Wly 4 or; 3 c;
41	40	38	37	38	37	63	58					43	33	8.8	N. W.ly 3 bcm; W.ly 4 bcv; bcm; 3 bcm;
		35	34	35	33							44	35	8.1	N. W.ly 2 bcv; N. W.ly 5 bcm; 5 bcmq; bcv;
		35	34	34	34							44	30		N. W. 3 bcm; bcm; 4 cm; bcv;
		40	40	38	37	44	42	61	56			38	34		N. Wly 3 bcm; S. Wly 3 bcv; N. Wly 4 bcm;
35	34	31	30	28	27	50	44					40	34		N. W. 4 bcv; 4 cmq; 4 cmqs; 5 oq; N. W.ly;
32	30	31	29	31	30							38	28		N. W. 4 cs; N. N. W. 4 cs; 4 cs; cm; 4 c;
		35	34	35	34							33	28		W. N. W. 3 c; N.N.E. 4 cs; cs; cs; c; Wly;

February. BAROMETER. THERMOMETER.

D. m.	6 A. M. Baro.	6 A. M. Th.	9 A. M. Baro.	9 A. M. Th.	Noon. Baro.	Noon. Th.	3 P. M. Baro.	3 P. M. Th.	6 P. M. Baro.	6 P. M. Th.	9 P. M. Baro.	9 P. M. Th.	6 A. M. Air.	6 A. M. Wet.	9 A. M. Air.	9 A. M. Wet.	Noon. Air.	Noon. Wet.
1	30,346	38	30,324	38	30,272	42	30,200	43	30,256	41	30,269	39	37	36	38	38	40	39
2	424	38	424	39	440	38	422	38			422	34	38	36	37	35	36	35
3	422	32	448	33	394	38	394	38	390	37	410	35	32	30	33	33	38	35
4	396	35	456	38	412	41	388	43			424	36	33	32	37	35	41	40.5
5	414	33	458	37	426	45	408	48	396	46			30	30	43	40	48	45
6	366	40	412	42	416	44	362	46	380	47	378	44	42	41	42	40	43	41
7	312	41	332	43	332	47	282	48	282	47	326	44	33	37	43	42		
8	306	41			376	43	356	47.5					35	33			54.5	51
9	514	27					588	36	488	37	488	33	27	27				
10	426	25	450	32	420	38	384	43					25	25	40	36	41	37
11	302	33	302	37	292	47	272	50	272	46	296	41	32	32	41	40	54	47
12	288	35	346	39	342	45	380	45	390	41	422	34	31	30	41	39	44	42
13	422	33	466	34			422	42			416	37	29	28	35	31		
14	360	29	398	37	374	46	334	52	352	52	354	46	29	29	42	40	55	50
15	218	37	372	42	518	51					444	45	33	31	46	43	45	43
16	412	38	442	46	412	57	340	62	318	59	298	56	38	36	51	49	57	56
17	200	54											52					
18							426	41	444	38	434	36						
19	428	32											28	27				
20									349	37	352	52						
21	372	48	420	48	408	49	406	48	460	47	464	44	48	47	45	43	46	46
22	404	43											40	39				

THERMOMETER.						RADIATION.						RANGE.			WINDS AND WEATHER.
3 P. M.		6 P. M.		9 P. M.		9 A. M.		Noon.		3 P. M.				RAIN	
Air.	Wet.	Air.	Wet.	Air.	Wet.	Blk.	Com.	Blk.	Com.	Blk.	Com	Max.	Min.	GAUGE.	Direction, Force, &c.
39	38	37	37	37	37							37	33	8.6	Calm, 0 cmd; N. N. W. 3 cmr; N. 3 cmr;
35	34	32	32	32	32			43	41	40	40	40	37	1.4	N.ly 4 cm; 4 cm; N. W.ly 4 cmq; N. N. W.
38	36	33	32	33	33	40	38	41	40			40	32		N.ly 3 cm; N. W.ly cm; N. W.ly 3 cm. Nly.
45	42			32	32	56	49	62	56		69	39	38	3	N.ly 2 bc; 2 bcv; 3; bcv; bcv;
47	45	42	41			72	68	77	67	55	54	43	40		Calm, bcm; bc; N. 3 bc; N. N. E. 3 bc;
44	42	44	43	43	43	44	44					52	30		N. 3 bcv; N. N. E. 3 cm; N. E. 4 cm; cm;
47	46	44	44	40	38	51	47					44	38		Calm. 0 bcv; 0 bc; N. E, 3 cm; N. N. E. 3;
52	45							70	65	74	63	47	35		Calm, bcv; N.ly 4 bc; N. E. 5 cqe;
35	34	36	35	29	28					50	47				N. E. 4 bc; N. W. 4 bcv;
44	42							71	60	58	54	37	25		Calm, 0 bc; bcv; W. S. W. bcv;
43	42	42	40	35	33	59	54					48	25		Calm, 0 bcm; bc; N.ly 3 bc; 2 bv;
		35	34			70	59	65	54	58	56	50	31		Calm, bcv; Nly 2 bcv; N. W.ly 2 bcv; 4.5 bcq.
42	40			31	31	62	58			71	61	41	27		Calm, 0 bc; N. W.ly 3 bcv;
55	54	57	46	40	39	76	70	88	80			43	27		Calm, bcm; S. E.ly 1 bcv; bcv; bcv;
				39	38	67	63	92	79			53	27		Calm, 0 bcm; S.ly 2 bcm;
63	57	54	54	53	52	85	75	100	93	95	90	50	30		Calm, 0 bcm; N. Ely 2 bcm; S. E.ly 3 bcm;
												65	38		Calm, cmd; N. W.ly 3 bcm; 5; 6 bcm;
40	38	37	33	34						76	69	59	33	1.6	N. W.ly 5 bcq; 5 bcq; 5.6; 3 bcv; 2 bv;
												40	28		Calm, 0 bcm; S. E.ly 4 bcm;
		51	50	48	47										S. E.ly 4 bcm; 2 bc;
43	43	43	43	41	40							60	40		W. N. W. 3 cmd; 4.5 cmq; 3 cm; N.ly 3 cmr;
												48	40	1.6	N.ly 4 cm;

METEOROLOGICAL ABSTRACTS DEDUCED FROM

Month of

BAROMETER.

9 A. M.		9 A. M.		Noon.		3 P. M.		6 P. M.		9 P. M.		6 A. M.	
Baro.	Th.	Baro.	Th.	Baro.	Th.	Baro.	Th.	Baro.	Th.	Baro.	Th.	Air	Wet
29.917	75.5	29.952	79.4	29.963	82.7	29.914	79.	29.906	77.7	20.937	77.6	73.7	73.2

The month generally fine, only four rainy days for short periods; 1.8 *in.* of rain fell. The barometer generally standing below 30 inches; falling in strong southeasterly winds, and rising with nor-

Month of

30.126	66.	30.155	71.	30.147	69.4	30.113	77.8	30.116	69.6	30.134	68.	64.	61.7

The first 10 days fine, the remainder of the month overcast; weather squally, much rain during the last week. Except the four first days of this month, the barometer never was below 30 inches, and rose as high as 30.335 *in.*, and rising with fresh breezes from the northwest. The winds variable, changing frequently several times

Month of

30.156	55.5	30.184	56.6	30.190	59.	30.173	59.	30.173	60.	30.199	58.	51.	50.

This month generally overcast with rain, the barometer in easterly winds fell below 30 inches. Winds were northeast 2 days, N. N. W.

Month of

30.303	52.	30.350	48.	30.326	52.	30.311	53.	30.314	52.	30.335	47.	43.	40.9

Weather finer that last month; the barometer kept very high, being 30.588 inches on the 10th; winds light from the northwest; it generally rose as the winds freshened from that quarter, and during calms

Month of

30.332	39.7	30.447	42.	30.377	45.5	30.304	45.	30.354	44.	30.347	42.	35.	33.

Misty weather with a good deal of rain; barometer ranging from 30.606 to 30.084 *in.*, falling previously to southeasterly winds. Snow the last two days; winds fresh, with squalls. From the northwest

Month of

30.360	36.7	30.403	39.	30.389	44.8	30.368	45.3	30.367	45.8	30.387	41.	34.8	33.

Month generally fine; winds northwest 5½ days, north 2½ days,

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The climate of Chusan is subject to a range of temperature similar to that in the same latitude upon the coast of North America: the thermometer in the shade standing at 103° in the month of September, and at 25° in the month of February. The following is the range of tmperature during the months that the island was occupied:

September from 103° to 65°. October 92° to 51°.

THE PRECEDING MONTHLY REGISTERS.

September.

THERMOMETER.										BAROM.	THERMOMETER.	
9 A. M.		Noon.		3 P. M.		6 P. M.		9 P. M.		Mean.	Max.	Min.
Air	Wet	Air	Wet	Air	Wet	Air	Wet	Air	Wet			
79.9	78.3	85.4	80	85.9	81.3	78.	85.3	75.7	74.7	29,987	103	66

therly breezes; height of the cistern above the sea 72 *ft.* 7 *in.* Very strong breezes were not experienced during this month. Winds Ely 10 days, S.Ely 6 days, N.Ely 8 days, and from north to west 6 days.

October.

71.	70.7	74.3	73.2	74.4	68.8	67.	66.	65.6	65.	30.148	92	51

during the 24 hours; they were from the north 6 days, northeast 12 days, northwest 9 days, and 4 days from southeast to southwest. On the 29th, the meteorological instruments were removed to the suburbs, where the height of the cistern of the barometer above mean tide level, was 24 feet.

November.

56.	55.	61.	57.	66.6	56.	59.	58.	59.	57.	30.179	73	42

8 days, northwest 4 days, northerly 4 days, westerly 4 days, S. S. W 2 days, and calm 4 days.

December.

46.	43.4	52.	49.2	51.	48.5	48.	46.6	41.	43.4	30.323	77	27

fell to 30.02 inches. Winds southwesterly $\frac{1}{2}$ a day, westerly $2\frac{1}{2}$ days, northwesterly 15 days, northeasterly $\frac{1}{2}$ a day, northerly $5\frac{1}{2}$ days, easterly 1 day, and calm 6 days; much rain during the last week.

January.

42.	42.	45.	43.	46.	43.3	40.	39.	39.	38.	30.360	62	28

$20\frac{1}{2}$ days, west 2 days, southwest 1 day, southeast 1 day, north $2\frac{3}{4}$ days, southeast 1 day, and calm $2\frac{3}{4}$ days.

February.

39.7	39.	45.8	43.8	44.2	42.2	41.9	40.9	37.8	36.	30.380	65	25

southwest 1 day, southeast $2\frac{1}{2}$ days, calm 5 days.

November, from 74° to 40°. December, 77° to 27°.
January, from 60° to 28°. February 60° to 25°.

The greatest range of temperature during 24 hours was 28°. During the month of January, the barometer was at the height of 30.606 inches, and generally speaking fell in light or easterly winds. A few days, southeasterly winds occurred in the month of September,

but the northerly monsoon could not be said to have commenced until the beginning of October. The following are the number of rainy days in each month. September 4 days, October 3 days, November 12 days, December 7 days, January 11 days, February 3 days.

Figures to denote the force of the wind.

0 Calm.
1 Light air, - - Or just sufficient to give steerage way.
2 Light breeze, } Or that in which a well conditioned man-of-war, with all sail set, and clean full, would go in smooth water, from - { 1 to 2 knots.
3 Gentle breeze, } { 3 to 4 knots.
4 Moderate breeze, } { 5 to 6 knots.
5 Fresh breeze, } Or that to which she could just carry in chace, full and by { Royals, &c.
6 Strong breeze, } { Single-reefed topsail and top-gallant sails.
7 Moderate gale, } { Double-reefed topsails jib, &c.
8 Fresh gale, } { Triple-reeed topsail, &c.
9 Strong gale, } { Close-reefed topsails and courses.
10 Whole gale, - Or that with which she could scarcely bear close-reefed main-topsail and reefed foresail.
11 Storm, - - Or that which would reduce her to storm stay-sails.
12 Hurricane, - - Or that which no canvas could withstand.

If the above mode were adopted, the state of the wind might be regularly marked, in a narrow column, on the log-board every hour.

Letters to denote the state of the weather.

b Blue sky; whether clear or hazy atmosphere.
c Clouds; detached passing clouds.
d Drizzling rain. f Foggy; f Thick fog.
g Gloomy dark weather. h Hail.
l Lightning. m Misty hazy atmosphere.
o Overcast; or the whole sky covered with thick clouds.
p Passing temporary showers. q Squally.
r Rain; continued rain. s Snow.
t Thunder. u Ugly threatening appearance.
v Visible clear atmosphere. w Wet dew.

• Under any letter indicates an extraordinary degree.

By the combination of these letters, all the ordinary phenomena of the weather may be expressed with facility and brevity. Examples: *Bcm*, Blue sky, with passing clouds, and a hazy atmosphere. *Gv*, Gloomy dark weather, but distant objects remarkably visible. *Qpdlt*, Very hard squalls, with passing showers of drizzle, and accompanied by lightning with very heavy thunder.

Hourly Register

Of the BAROMETER, THERMOMETER, RADIATION, *and* WEATHER,—*Taken on the* 21*st of the Month.*

AUGUST.

Time. A. M.	Baro. Baro.	Baro. Thr.	Ther. Air.	Ther. Wet.	Radiation. Blk.	Radiation. Com.	Weather. Direction, Force, &c.
6h 5m.	29,950	77	75	75			Calm, 0 bcm;
6.57	964	78	77	76	83	83	Calm, 0 cm;
7.56	974	80	80.5	78	89	89	Calm, 0 c;
9.4	30,022	84	88.5	82	111	108	N. E. by E. 3 bc;
10.3	008	89	95.5	82.5	116	112	Calm, 2 bc; cumulus.
11.0	29,986	89	97 5	83	120	115	
1.15	996	89	91.5	82	clou	dy	E. N. E. bc;
1.58	30,008	89	88 5	81	96	92	E. by N. 3 c;
2.57	29,992	90	94 5	83.5	125	113	Calm, bcm;
3.58	996	91	89	82	111	102	N. E. by E. 4 bcqm;
5.5	30,008	87	86.5	80	107	99.5	N. E. 4 cm;
6.0	29,992	83	82	79	over	cast.	N. by E. 3 cm;
6.59	30,006	81	78.5	76			Calm, 0 bcm;
7.59	012	81	78.5	77			Calm. 0;
8.59	040	80	78	77			N. E. 1;
10.28	022	81	77.5	77			Calm, 0 bm;
12	012	80	78.5	76.5			Calm. 0 bm;
1.12	002	80	78	77			Calm, 0 om;
2 2	29,988	79	77 5	76			Calm, 0 bcm;
3.0	994	80	77.5	76			N. 1 bcm;
4.4	992	80	77	76			Calm, 0 om;
4 56	30,006	78	75	75			Calm, 0 rom;
5.59	30,002	78	76	76			Calm, 1 pom;

SEPTEMBER.

Time. A. M.	Baro. Baro.	Baro. Thr.	Ther. Air.	Ther. Wet.	Radiation. Blk.	Radiation. Com	Weather. Direction, Force, &c.
6h 5m.	29,950	72	69	70			
7.0	978	72	71.5	70			Calm, 0 o;
8.0	30,000	75	74.5	71	83	82	N. W.ly 2 o;
9.0	026	77	77.5	72	103	99	W.ly 3 bcm;
9.58	024	82	83	75	102	97.	N. E. 3 bc;
11.2	30,000	82	82.5	74	clou	dy	N. E. 4 bcm;
11 57	29,994	83	85	76	103	102	N. E. 4 bc;
1.0	986	85	86	77	105	99	N. E. 4 b;
2.1	976	86	87	78	102	99	N. E. 4 b;
2.58	990	86	88.5	78	103	96	E. N. E. b;
4.1	978	84	85	75	94	88	N. E.
4 55	978	83	84	76	90	85	N. E.
6 1	992	79	75	69			N. N. E. 4 b;
7.4	30.000	76	72	68			N. N. E. 3 b;
8.5	30.000	74	72	68			N. E.ly.
9.3	022	73	71	68			N. E.ly.
10 4	022	73	71	68			N. E.
10.56	30.000	73	71	68			N. E. 2 b;
11.58	29,988	74	72	70			N. E. bc;
1.1	30,002	74	72 5	70			N. N. 0 o;
2.5	29.973	74	72	69			N. N. E. 1 o;
3 2	968	73	73	69.5			N. E. 2 o;
4 0	960	73	72	69			N. E. 0 o;
5 6	952	73	71	69			N. E. 0 o;

Hourly Register

Of the Barometer, Thermometer, Radiation, *and* Weather,—*Taken on the 21st of the Month*

OCTOBER.

Time. A. M.	Baro. Baro.	Baro. Thr.	Ther. Air.	Ther. Wet.	Radiation Blk.	Radiation Com.	Weather. Direction, Force, &c.
6h.	30,145	66	64.5	63			N. N. W 2 bc;
7.4	152	67	65.5	62			
8.2	186	69	67.5	63			N.ly 2 bcv;
9.3	200	71	68	63	104	99	N.ly 2 c;
10.5	214	73	71	64			N.ly 2 c;
11	21	73.5	71	66			
Noon	200	75	73	67			N. Wly 3 c;
1.5	184	76	74	66			N. Wly 3 c;
2.7	184	77	74.5	64			N.ly 3 bcv;
3.5	190	77	74.5	65	100	93	
4	19	76	73.5	66			N. N. W. 2 bcv;
5.7	19	73	67	62			N. N. W. 2 bcv;
6	19	70	64	61			
7							
8.14	194	67	65	60			N. Wly 3 bcv;
9	220	66	65	59			N. Ely 4 bcvq;
10	220	65	65	58			N. Ely 2 bcv;
11.8	200	63	60	57			N. Ely 1 bcv;
12	190	65	61	57			N. Ely 1 bcv;
1	190	65	62	58			N. Ely 1 c;
2	17[illegible]	66	61	57			N. Ely 1 c;
2.58	180	64	62	57			N. by E. 1 bc;
3.57	164	63	61	58			N. by E. 0 bc;
5.5	160	63	61	59			

DECEMBER.

Time. A. M.	Baro. Baro.	Baro. Thr.	Ther. Air.	Ther. Wet.	Radiation Blk.	Radiation Com.	Weather. Direction, Force, &c.
7h.	30.480	28	29	27			N. Wly 4 bcv;
8.0	510	30	32	27	41	36	N. Wly 4;
9.0	506	32	32	30	53	44	N. Wly 4;
10.0	492	35	34	32	48	41	N. Wly 4.5 bcvq;
11.0	468	35	35	31	51	44	
0.5	440	36	37	30	52	47	
1.5	416	37	38	30	54	46	
2.0	404	40	39	32	57	45	
3.5	404	40	39	34	46	40	
4.5	400	40	37	31			
5.0	408	40	34	29			N. Wly 4;
6.0	400	39	31	29			N. Wly bcv;
7.5	450	38	34	31			
7.58	444	36	35	32			N. N. W. 2 bc;
9.0	428	36	34	29			N. N. W. 3;
10.0	422	37	35	29			N. N. W. 4;
11.5	400	37	35	30			N. N. W. 4 bcvq;
12	400	37	34	30			
1.0	376	36	33	29			
2.30	362	35	33	28			N. N. W. 2 bcv;
2.58	374	35	33.5	31.5			N. N. W. 0 bcm;
3.59	374	34.5	33	31			N. N. W. 0 bc;
5.4	374	34	34	28.5			
6.8	388	33.5	33	29			N. N. W. 3 bcq;

Hourly Register

Of the Barometer, &c.,—*Taken on the 21st of the Month.*

JANUARY.

Time. A. M.	Baro. Baro.	Baro. Thr.	Ther. Air.	Ther. Wet.	Radiation. Blk.	Radiation. Com.	Weather, Direction, Force, &c.
6h.	30,276	45	42	41			N. Wly 6 mqr;
7.5	276	45	42	42			N. Wly, 6 mqr;
8.0	276	45	42	41			N. Wly, 6 mqr;
9.5	316	44	42	41			
10.10	336	44	43	42			
11.0	332	45	43	42			N. Wly, mq;
0.15	332	44	42	42			N. Wly, 5 mq;
1.0	314	45	41	40			N. Wly, 5 od;
2.0	308	44	40	40			N. Wly, or;
3.0	308	44	40	38			
4.5	400	43	37	37			N. N. W. 5 orq;
5.5	398	42	37	37			N. N. W. 5 orq;
6.0	380	40	37	37			
7.0	380	40	37	36			
8.10	400	39	37	36			
9.0	400	39	37	36			N. N. W. 4 o;
10.5	422	36	37	35			N. N. W. 4 o;
11.10	422	36	34.5	32			
12.0	422	36	34.5	32.5			
1.10	422	36	34.5	32.5			
2.0	422	35	33	32			N. N. W. 5 eq;
3.5	422	35	33	31			
4.15	422	35	38	38.5			N. N .W. 4 e;
5.0	422	35	33	32			

Errata.—On page 352, for A. Roger of H. M. S. Blenheim, read *A. Royer* of H. M. S. *Wellesley.*

Art. II. *Coast of China, &c.: sailing directions derived from nautical observations made by H. B. M.'s squadron in* 1840.

Hei Shan, *or Black Islands.* H. M. ship Wellesley, being in lat. 28° 40′ north, and lon. 121° 57′ east, hauled in to make the Black islands, steering north, and having a depth of 12 fathoms. A point of land, supposed to be one of the Black islands, bore N. W. by W. ½ W.; shortly afterwards, islands were seen to the northeast, and the ship was kept to the eastward, to pass without them. They were found to consist of a group of 4 or 5 small islands, with several high detached rocks. The northeasternmost of the group, apparently about a mile detached from the others, is a small round rock, shaped like a haycock, with a rock not much above water some distance to the northeast This group is called the Heishan islands by Dalrymple,

but is entirely omitted both in Horsburgh's chart of the east coast of China, and in the new Admiralty chart, which give the name of Hih shan or Black islands, to another larger group, which bears about W. S. W., 6 or 7 leagues from the first. Returning to Canton in company with the Melville, Blenheim and Modeste, we all passed within these groups, having a depth of 15 and 16 fathoms, 6 or 7 miles to the westward of the outer group; the southeastern islet of which is in lat. 28° 55′ north, and long. 122° 17′ 9″ E., or 8′ east of the Pagoda hill near the suburbs in Chusan. *Wellesley.*

Black islands. These islands have a black appearance, correctly resembling the description given in Horsburgh of the Heishan islands. They are distant from the main 6 or 7 miles. Good observations were obtained, which place them in latitude 28° 25′ north, and longitude 121° 55′ east. They are not laid down in the Admiralty chart.

Hihshan islands. H. M. ship Blonde anchored in the neighborhood of the Hihshan islands, in 7 fathoms water near the northwest part of the group. These islands are laid down as four in number in the Admiralty chart, but there are at least twelve; the latitude was ascertained to be 28° 52′ N., and long. 122° 5′ E. *Blonde.*

On the 9th July, at noon, Patahecock, one of the Kewshan islands, bore by observation N. 12° W., distant 65 miles; soon afterwards, steering N. by W., land was reported ahead, distant eight leagues. These proved to be the Heishan or Black islands, whose position in all the charts, except Dalrymple's, is incorrectly laid down. Our reckoning from noon places them in lat. 28° 50′ N., and long. 122° 18′ E. *Pylades.*

From Chusan to Shantung promontory. On the 31st of July H. M. ship Wellesley left the Kewshan group for the gulf of Cheihle.

Tungcha shan. On the following morning, several small islets of the Chusan group were seen, the northeastern of which were two small rocky islets, which were supposed to be Tungcha shan. These islets, by their bearing would be in lat. 30° 15′ N., and long. 123° E., or 52½′ to the eastward of the Pagoda Hill, Chusan. The ship passed 6 miles to the eastward, and had no bottom with 25 fathoms. The whole space between these islets and Chusan appears to be filled up with islands. On the ship's return in September, we observed a great many that were not laid down in the charts. *W.*

On the 31st of July, H. M. ship Pylades sailed from the Kewshan islands in company with the squadron. On the following day passed the islands of Tsinshan and Tcching. The latter is laid down cor-

rectly in the Admiralty chart. The former is in lat. 30° 29′ N, and long. 123° 6′ E. Off the southwest end of Teching, we observed a heavy break extending more than a cable's length from the shore.

Shantung Promontory. From our leaving the Kewshan islands, until the 4th of August, being then in lat. 35° 12′ N., and long. 123° 35′ E., the wind was from the southeast with misty weather. It then drew round to the S. S. W., still continuing hazy. On the morning of the 5th of August, we observed the promontory of Shantung. This is a high bold point, with a rugged termination towards the sea, and it has a small pagoda near its end.

Alceste island is small but high, and appears surrounded by reefs. A rock, high above water off its northeast point, bore S. S. E. when on with the north point of Shantung. There is a small island about 5 miles to the westward of Alceste island. The promontory northwest of Shantung is high and rugged, having a small barren island near it; opposite to the island is a bay with a sandy beach upon which several boats were hauled up.

Kungtung 崆峒 (Kungkung tao) and 芝罘 *Chefow.* The north rock of the Kungtung group is high and square. Chefow cape is high, and at a distance from the eastward, appears like an island; to the southwestward is a remarkable hill with a top resembling a chimney.

Chuhshan 竹山. At 6 P. M., with the northern rock of Kungtung bearing S. by W. ½ W., and Chefow S. W. ½ W., Great Chuhshan was plainly visible from the poop, N. W. by W. ½ W., about 11 leagues distant. The ship anchored for the night in 11½ fathoms, with the Great Chuhshan N. W. by W. ¼ W., cape Chefow S. S. W. ¼ W., north rock of Kungtung S. by E. easterly. Very little tide or current was found at this anchorage. Weighed the next morning at daybreak, and carried regular soundings of 12 to 10½ fathoms towards the Great Chuhsan, which is higher than the islands in its vicinity, and although of a very barren appearance has a small village on its southeastern side, and cattle were observed on the sides of the hills. Little Chuhshan bears N. 85° 40′ E., from Great Chuhshan, distant about 3 miles.

Shamo 沙磨. A small island, named Shamo, lies N. 57° W. from Great Chuhshan, and N. 15° W., about 3 miles from Little Chuhshan.

Toki 陀磯 lies about 7 miles to the northwestward of Shamo; the Wellesley subsequently visited the island twice: it is moderately high and has a high peak near the centre, and is nearly the

form of a right angled triangle, the shortest sides being those upon the south and west. There are four villages upon the southern side, and one or two on the side facing the northeast. This island is well cultivated. Fresh provisions, vegetables, and water may be procured. On the ship's first visit, 34 bullocks were procured, which, though small, were in good condition; a quantity of poultry, eggs, and vegetables, and from the wells at the villages upon the south side of the island, 30 tons of water, were obtained in a day. On the second visit 15 bullocks were procured. The Wellesley was anchored in 10 fathoms muddy bottom, with Machang shi, a small but high islet off the southwest end of Toki, bearing N. 78° E., and Toki from N. 64′ W., to N. 56° E. A rock high above water off the southeastern end of Toki bore N. 78° E.; Great Chuhshan S. 45°½ E. The ship was 910 yards S. 11° 20′ W. from the southeastern point of a little bay, at the head of which is a small village. This point is in lat. 38° 9′ 20″ N., and long. 120° 52′ 17″ W. E., or 1° 16′ 30″ west of the Pagoda hill on Chusan. Variation 1° 20′ W.

The whole of this part appears perfectly clear with regular soundings; the little rock at the southeastern end of Toki, and the small island of Machang shi at the southwestern end may be passed within a cable's length. The whole of the channels between these islands are said to be clear, with the exception of the channel between Toki, and the islands north of it, nearly in the centre of which there is said to be a small sunken rock, with about 5 feet water on it, and deep water all round. The information respecting this rock was derived from the people at Toki.

Quoin or Kiaoushan. The Wellesley passed twice between Toki and the Quoin, and twice between the Quoin and the island south of it, called, in the charts, Se Keusan, carrying in each case regular soundings 10½ to 14 fathoms. There is also a very good passage, with the same depth between the Hihshan or Miaotao islands and Keusan. In a strong wind from the north we anchored under the Quoin in 12 fathoms, with that island bearing from N. to N. 26° E., about one mile distant; Chuhshan bearing S. 68° E., and Toki from N. 47° E. to N. 72° E. In the Admiralty charts, a rock is laid down to the southward of the Quoin, but we found it perfectly clear in that direction.

Houki, 候鷄. The island to the southward of it, called Houki (on the charts written Keusan), has a reef running some little distance from its northern end, and another off its eastern end.

From the Quoin, H. M. ship Wellesley sailed from Toki on the 18th of September at 6 A. M., with the tide running to the westward, carrying a depth of 10 and 10½ fathoms water from the anchorage, until passing the southeast end of Houke, where it deepened to 13 and 14 fathoms; then shoaled again to 10 and 9 fathoms.

Heshan, or Miaotao group. When passing the west point of the Heshan islands, to which we gave a berth of 3 miles to avoid a reef that extends from the west point in a southwest direction 1½ to 2 miles, and which broke when we passed it, after having rounded the southwestern point of the Heshan island, we hauled up gradually to the eastward, carrying a depth of 7 fathoms. The first anchorage was in 6¾ fathoms, good holding ground, with the western Heishan island bearing from north 38° west to north 15° west; and Long island or Chang shan, the easternmost of the group, from N. 53° 40′ E. to S. 78° E.

The next day, we weighed, and ran further to the E. N. E., and anchored in 6 fathoms mud, with a rocky islet off the west, Heshan, bearing north 62° 40′ west, the southwestern point of Long Island or Changshan being N. 3° E., distant ⅘ of a mile. Bluff point with a fort on it at the west side of the entrance to Tăngchow foo, S. 15° 20′ E., and the pagoda on the hill over Tăngchow foo, S. 6° 20′ E. Variation, 1° 32′ W.

There is an extensive and good anchorage under these islands. The holding ground is good and soundings regular from 6 to 7 fathoms water, and sheltered from all winds, except the westward, and even with a strong wind from this quarter the land is sufficiently near to prevent any sea from rising; and should it blow so hard from the westward as to prevent a vessel riding in safety, she might weigh or slip and run out through the eastern passage. We could discover no danger to the southward of these islands, except the shoal running off the southwestern point of the Heshan islands, and a spit extending 1½ mile or more from the southwest end of Changshan. This spit has irregular soundings, 4½ and 2 fathoms, and the latter depth near to its southern extreme. A small round hill, with a heap of stones on it, forming the extreme of the land to the northeastward of a village on the central island, kept open of the southwest point of Long island N. 30° W., will lead without the shoal in 5 fathoms. The southwest point of Loug island is a low bluff, and of a reddish color. The hill which forms the mark is low; and to the northeast of the village is another hill higher than this, having also a heap of stones on its summit.

Another mid-channel mark is to bring two distant points on the main land in one line with each other, bearing S. 73° E. When the whole of Toki comes open of Long island, N. 4° W., you will be to the eastward of the shoal, and may haul out to the northward.

As a stranger may have some difficulty in distinguishing the leading marks, he had better keep nearly as possible in mid-channel between Tángchoo foo and Long island, not coming too near the main to avoid a reef of rocks which extends 2 or 3 miles to the northward from the east part of Tángchow foo with deep water near it.

The south side of Long island, to the westward of the spit, is clear, with 6 and 7 fathoms within ½ a mile of the beach. There is also the same depth near the south side of Middle island; between these two islands a deep bay is formed, with a depth of 3 fathoms, where small vessels might be well sheltered. The southwest point of Long island is in lat. 37° 54′ N., and 120° 48′ 30″ E., or 1° 20′ 15″ W. of Pagoda hill in Chusan.

The Miaotao group is composed of 4 principal islands, and some rocks or islets. To the west are the greater and lesser Heshan (or Black islands), the small middle islands is Mioatao (or Temple island), and Changshan (or Long island) considerably the largest, is the easternmost. The harbor for Chinese junks (which is the *port* of Tángchow foo), is the bay formed between Miaotao and Changshan.

From Toki towards the mouth of the Pei ho. From the Quoin, the Wellesley steered a W. N. W. course towards the Pei ho, carrying regular soundings 12 and 14 fathoms water until in latitude 38° 41′ N., and longitude 118° 15′ E., when it shoaled to 9½ fathoms, and then decreased gradually to 6, in which depth the ship was anchored in lat. 38° 55½′ N., and long. 118° 4′ E. From this anchorage the land (which is very low near the entrance of the Pei ho), could scarcely be distinguished in clear weather. By the Chinese, Pei ho is called 白河, i. e. "White river."

At another anchorage in 6 fathoms, in lat. 38° 58′ N., and long. 118° 7′ E., a fort at the entrance of the Pei ho, seen from the mast head, bore N. 87° W. by compass.

About 7 miles to the eastward of this anchorage is the southwest point of an extensive shoal, composed of coarse sand and rocks, to avoid which, when running in for the anchorage off the Pei ho, ships should keep 2 or 3 miles to the southward of 38° 59′ N. until the water shoals to 8 or 7 fathoms, when they may keep to the northward, anchoring so as to be sheltered from the sea which sets in during strong northeasterly winds.

The *Shaluyteën* islands are low and apparently barren. The Chinese name, which signifies 'field of sand,' very well describes them The southernmost of these islands has a small temple upon it, which, standing alone and upon an elevated spot, is conspicuous. We passed on two occasions about 8 or 9 miles to the southward of the island, carrying 12½ to 14 fathoms, but the Volage had 20 fathoms within a mile of the island. The temple is in latitude 38° 55′ N., and long. 118° 37½′ E., by good observations taken both times in passing. W.

From the Quoin, the anchorage off the Pei ho is W. N. W., and the distance 46 leagues, with regular soundings of 12 and 14 fathoms. After a strong southeast wind, we were set considerably to the northward; therefore, in running to the westward, care must be taken to avoid the dangerous shoal off the Shaluyteën islands. The latitude of the southern island is 38° 53′ N., and longitude 118° 45′ E.; from this, the shoal extends about W. N. W. The northwest end bore from the anchorage off the Pei ho, which was in latitude 38° 58′ N., and longitude 118° 8′ E., N. 87° E., 9 miles. The southern part of the west end is very steep; in three casts we shoaled the water from where we lay at anchor with the shoal bearing N. ½ W., in 10 fathoms, to 8, 6, and 3. This part is composed of rocks and shingle, leaving a channel for junks between it, and a line of sand extending to the eastward. The depths of water over the bank are 1, ½, and 1½ fathoms; some places are dry at low water, with numerous fishing stakes, and affording shelter for junks. From the west end, the shoal trends to the northward and N. N. E., about 4 miles, and then eastward, making a channel for trading junks between it and the shoal that extends from the main.

Good anchorage and smooth water were found in lat. 39° 1′, and 39° 2½′, in 6 fathoms, particularly during northeasterly gales, at which time vessels off the Pei ho ride heavily.

In running for the anchorage, having sighted the southern Shaluyteën, which is low and has deep water on the south side (17 fathoms 1½ mile distant), steer due west, and do not come to the northward of 38° 54′. You will soon shoal your water to 9, then 10, and 12 fathoms. The latter depth you will carry until the west end of the shoal is north of you. The soundings then will decrease, gradually towards the Pei ho, to 8 and 7 fathoms, when you may either haul up for the anchorage off the latter place, or more to the northward under the lee of the west side of the shoal.

High water at 10*h*. 45*m*.; rise and fall 10 feet; at the anchorage off the Pei ho the flood tide sets to the northwest, and ebb to the south-

east. Along the south side of the shoal, the flood follows the direction of it W. N. W., at the rate of 4¼ knots per hour at spring tides; and the ebb to the southeast at the rate of 3 knots; on the west side it sets to the northward, but not with so much velocity. *P.*

H. M. ship Blonde anchored off the mouth of the Pei ho in latitude 38° 56′ N., and longitude 118° 9′ E., in 7 fathoms water. The rise and fall of the tide was 7 feet.

On the 16th of August, the Blonde weighed for the watering place at Tungtsze kow, in Chinese Tartary. The delineation of the coast-line in this neighborhood in the Admiralty charts appeared correct.

Bay of Tungtsze kow. On the 18th of Aug., we were in lat. 39° 45′ N., and long. 120° 3′ E., in 8 fathoms water, when the towers on the Great Wall were distinctly seen, bearing from N. by W. to north, distant 5 leagues. Thence the ship steered to the eastward, having regular soundings in 11 to 16 fathoms, when, in lat. 39° 12′ N. and long. 120° 24′ E., the water suddenly shoaled to 10 fathoms; for a short period after which we had 16 fathoms, until approaching the anchorage which is in 8½ fathoms; the north point bearing N. N. W. ¼ W.; village E. ¾ N.; remarkable hill E. ½ S.; watering place E. by N. ½ N.; south point S. ¼ W. The latitude was 39° 30′ N., and longitude by chronometer 121° 20′ E., and by lunar observations 121° 16′. Variation 2° 50′ W. High water at 2*h.* 30*m.* Direction of tide W. N. W.; rise and fall 9 feet.

On a nearer approach to this bay, the north point appears abrupt, and is of a reddish color, sloping towards the north, and perpendicular towards the sea; it cannot well be mistaken for any other part of the coast. The bay is extensive, being 7 or 8 miles wide, and affords ample room for any number of ships; but within 2 or 3 miles, within the point where the watering bay is, there is only 3½ fathoms at low water, and it is prudent not to approach nearer. This is on the south side of the bay (長興) Changhing opposite to (復州) Fuhchow on the main.

Coast of Corea and Leaoutung. On the 17th of September, at 10 o'clock A. M., the south head of Leaoutung bearing N. W. by W. 4 miles, discolored water was seen, but it was occasioned either by meeting of the tides or muddy bottom, as not less than 31 fathoms were found. At noon, the latitude was 38° 58′ N., and longitude 121° 18′ E. *Blonde.*

The south head of Leaoutung is in latitude 38° 40′ N., and longitude 121° 12′ E. The head is a bold high promontory. With it

bearing E. N. E. 15 miles, we anchored in 15 fathoms mud; and the ebb tide setting strong to the southeast. Steering from thence to the Head, the water deepened to 20, 25, and 30 fathoms. The coast-line from the Head trends to the northeast, and is high and bold, with deep sand bays, affording shelter to junks from the prevailing winds from the northward. We anchored in a bay with the Head bearing N. 70° W., 16 miles. The latitude of the anchorage was 38° 48° N., and longitude 121° 31′ E. It is well sheltered from northeast to easterly winds, but exposed to southward and southwest. From the anchorage, the west point of a rocky island, which forms the bay, bore S. 71° E.; centre of a town N. 56° E.; off shore, one mile, in 16 fathoms. The depth of water is irregular, but the holding ground is good. Wood appeared to be scarce, and cattle were seen in considerable numbers. *P.*

Seaou Ping taou to Victoria bay. The first anchorage on this coast was in 20 fathoms, in a small bight called in the chart Seaou Ping taou, exposed to the southwest winds. The soundings from noon to the anchorage, were 38, 33, 32, 27, 25, and 20 fathoms, with hard ground at the distance of 17 miles from the cape, bearing S. 66° W.; a high steep rocky cliff, N. 62° E.; centre of a town N. 42° E. Latitude 38° 46′ N., longitude 121° 37′ E. Three islands lie off the end of this bay. Two of them are connected by a spit of sand.

On the 18th, the Blonde weighed, ran down between the Cap island and Quoin rock to the anchorage in Victoria bay, the soundings being 20, 17 and 20 fathoms, and anchored in the latter depth, with the following bearings: Cap island, S. W. by W. ½ W.; white rugged point, W. by S. ¾ S.; Sanpan shan tow east. Latitude of anchorage 38° 52′ N., longitude 121° 53′ E. The outer part of this bay affords shelter to winds from westward and northerly to east. During our stay here we obtained some cattle from the large island of Sanshan taou. *B.*

Easterly from the bay in which H. M. ship Pylades anchored upon the 17th of September, and distant about 5 miles, is a small island, which on this bearing appears round and much like the Cap in the straits of Sunda, but on the opposite direction, it appears like a quoin; a rock lies off it to the southward. We passed between it and the coast, running along the land to the eastward, having no bottom with 25 fathoms. Running from the Cap to the E. N. E., at the distance of 6 miles, we passed close to two other islands, one appearing like a ship under sail. These islands appeared steep to; no bottom with 25 fathoms was obtained ½ a mile from the shore, S. W

by W., 5 or 6 leagues from the Cap. We anchored in a small bay to examine the coast. This anchorage is protected from N. W. to S. W. winds, but otherwise exposed. The bay is formed by an island upon the south side, and high bold land to the north. Here fresh water may be had. The inhabitants were civil.

Victoria gulf. From this place, the coast trended away to the northward and westward, into a deep bay or gulf, with good shelter and excellent anchorages. The distance across, at the entrance, is about 13 miles, with two islands nearly in the centre. They are high, and appear as three, one having a neck of sand which is covered at high water. The gulf may be easily known by these islands and a very high black looking hill on the main. The depth of water at the entrance is 21 and 20 fathoms. On running in, the water soon shoaled to 10, 9, 8, and 7 fathoms. We ran in direct for the hill, and carried the latter depth to the entrance of a fine haven, where we anchored 0.8 of a mile off shore.

Plenty of cattle were seen on the hills, but the natives appeared hostile, coming down in hundreds armed with matchlocks and spears. The entrance is in latitude 38° 56′ N., and longitude 121° 50′ E. The northwestern side, or head of the gulf, was examined, and good anchorages found (protected from all winds), in 5 and 5½ fathoms, stiff mud.

E. N. E. from the islands, at the entrance of the gulf, and about 5 leagues distant, is a dangerous reef, which lies some distance off the coast. It appeared about 1 mile in extent, and level with the water's edge; we passed two miles to the southward, having 35 fathoms. From this we steered E. by S. for the south extreme of a number of islands, and found good shelter on the east side of an island, in latitude 39° 2′ N., and longitude 122° 49′ E. This anchorage is in 17 fathoms, and well protected from all but northerly winds. There are two islands 4 miles to the eastward of this, lying N. and S., which form a channel with deep water. Stock of every description and vegetables were abundant; but water was scarce. The high water, on full and change days, is at 6*h*., and the rise and fall 6 feet. Variation of the compass 2° 30′ W.

There is a remarkable rock, bearing S. S. W. from the south point of the island, distant 6 miles, appearing like a junk under sail. It is high, and may be seen 4 or 5 leagues. We passed inside of it, and had no bottom with 30 fathoms. *P.*

Coast of Corea. H. M. ship Blonde weighed from Victoria gulf, on the 21st of September, and ran between the north island and the

main, in 18 to 20 fathoms. There is a dangerous reef of rocks some distance from the land. At 8 A. M., the latitude being 38° 56′ N., and longitude 122° 15′ E., it bore north, being 1½ or 2 miles distant. Squally weather with rain prevented any observations at noon, and deprived us of a further view of the land which appeared to trend northerly. The depth of water varied from 18 to 20 fathoms. We then altered our course for the north extreme of an island, passing between it and some remarkable rocks resembling junks under sail, and anchored to the eastward of the largest and westernmost of a group of 5 islands in 20½ fathoms, half a mile from the shore, and well sheltered from westerly winds. The bearings were, the east passage E N. E. to N. N. E.; village S. W. by S.; rocks to the north, N. W. by N.

The Blonde weighed from this anchorage at 9 o'clock A. M. on the 20th, taking the northernmost passage, and at noon was off south part of an extensive group of islands, being in latitute 39° 8′ N., and longitude 122° 57′ E.; the soundings being 20, 23, and 24 fathoms. We then hauled to the northward, for a deep bay in which were numerous islands, on the eastern side of which our soundings gradually decreased to 18, 12, 10, and 9 fathoms. We then hauled out, giving the island, which has numerous remarkable rocks off its southern end, a good berth, carrying 18 and 17 fathoms, and anchored on the eastern side. The latitude by account being 39° 20′ N., and longitude 123° 12′ E., about 2 miles off shore in 12 fathoms mud. This island affords good shelter from northwest winds. *B.*

The Pylades weighed from her anchorage in lat. 39° 2′ N., and long. 122° 49′ E., at 8 o'clock A. M., steering N. N. E., and at noon was in lat. 39° 10′ N., and long. 122° 54′ E., in 22 fathoms, the eastern point of a group of islands bearing N. ½ W., 3 or 4 miles. Steering from this to the northward, we entered an inlet formed by the above group and others to the eastward. The high land of Corea was distant about 12 miles. Shoaling our water from 15 to 9 fathoms, we hauled to the eastward and anchored under the last mentioned islands.

The southernmost islands of the group are barren, with sharp pointed rocks appearing much like the Needles. We saw something resembling a fort, or walled town, on the main, at the distance of 5 leagues. The line of coast appeared to trend to the northeast. The flood tide set to the northward, at the rate of 3½ knots, and the ebb to the eastward: high water at 8*h*. 30*m*.

The next day at noon, being in latitude 39° 2′ N., and longitude 124° 39′ E., lost sight of the main land, a group of low islands being in sight, bearing N. by W. distant 10 miles; and the east extreme of a number of high islands S. E. by E., 16 to 18 miles. This position on the Admiralty chart places us 17 miles within the coast-line.

Dangerous reef. From noon, steering S. by E., running at the rate of 7 knots, at 0*h.* 50*m.*, we suddenly shoaled from 15 to 7 fathoms, rocky bottom; hauled off W. S. W., and soon deepened the water again to 20 and 22 fathoms. Altered our course again to S. by E., and after running a short time shoaled again suddenly, passing from 17 into 10, 7, 6, and 4 fathoms. From the appearance of the broken water and birds, there appeared to be much less water on the shoal. The latitude of the 4 fathom cast was 38° 56′ N., and longitude 124° 37′ E. *P.*

Tides in the gulf of Cheihle. At the anchorage off the Pei ho, about 16 miles from the land, it was high water on fall and change days at 4 o'clock P. M. Flood tide set to the northwestward, and ebb to the southeast. Its velocity was 1½ knot per hour, during spring tides; rise and fall about 7 feet. At Toki and the Heshan group, the tides are very irregular. While at anchor off Toki, the stream ran 22 hours to the westward, while the water rose and fell by the shore. High water on full and change days about 8*h.* 30*m.*

During the Wellesley's stay in the gulf of Cheihle, from the 5th of Aug. until the 21st of September, the weather generally speaking was fine, with the wind from every quarter, but rarely blowing stronger than 4, or a moderate breeze. On her passage from the gulf to Chusan, between the 21st and 26th of September, light and moderate breezes were experienced, and from every point of the compass. When in latitude 34° 3′ N., and longitude 124° 8′ E., an island, apparently high, was in sight from the deck, bearing E. ¼ N. If this (as was supposed at the time) was Alceste island, it would appear to be laid down too far to the eastward in the chart.

Chusan to Canton in November. Returning to Canton river, from Chusan in the middle of November, the winds varied from N. W. to E. N. E., generally fresh breezes with overcast thick weather. The current was not so strong as we expected; between Patahecock and Chapel island it set the ship S. 40° E., 17 miles in 48 hours; and from thence to the Lema channel S. 41° W., 15 miles in 48 hours. *W.*

ART. III. *Yangtsze Keäng: sailing directions for it derived from nautical surveys made by H B. M. ship Conway in* 1840.

ARRIVING in the bay of Ningpo from the eastward, care must be taken to avoid a tide rock, which lies a short half mile to the northward of the Deadman. The bearings from the rock, by compass, are as follows: left extreme Square island, N. 68° W., or W. N. W.; left extreme of the islet north of Kintang, N. 5° E,, or N. ½ E.; right extreme of Dumb island, S. 52° W. or S. W. ¾ W. Passage islet shut in by the south extreme of the Triangles, or the Beacon hill on with the fort (Chaou paou), clears the rock. There is a patch, with 2¾ fathoms, S. E. by S. from Square island, distant one half mile; the Beacon hill on with the fort also clears the patch. The Conway lay in a good berth, having Passage islet south, and Square island E. N. E. This anchorage during the summer is safe; during the autumn and winter, strong northerly breezes prevail, and shelter must be sought over on the Kintang shore, or off 'Just-in-the-way,' (called by the Chinese Hwangnew tseaou 黃牛礁) bringing it to bear northwest about one mile. The steam vessel Madagascar anchored under Passage islet during a blow, but was glad to get out to Just-in-the-way.

Running to the northward, pass on either side of Square island, and then keep over towards Kintang, so as to bring Square island to bear south as soon as possible; do not bring it to the eastward of this bearing, as the western part of the bay is supposed to be shallow, a patch of 3 fathoms having been passed over lying N. by W., 3 miles from Square island.

Proceeding to the northward, you pass the North islands to port, the largest and easternmost being about 220 feet high, with an islet north of it. To starboard is a small island, named East island, with 3 or 4 islets or rocks north of it; and to the northward of this lies Middle group, the largest of which has a conical hill on its north end. Another of the group, west of the largest, is also high and conical; several islets and rocks lie west of this group, all above water.

Vessels may pass to the northward between Kintang and Blackwall. The water is deep in the Steward passage; but when through, anchorage is found in 8 or 9 fathoms. Then keep to the northwest, leaving East island to starboard. A vessel can pass to the eastward

of East island and of the Middle group; but east of the latter, there is a bank, which has not been sufficiently examined. The Conway passed over it in 3 fathoms.

Steering still to the northward, you make, on the port bow, the Seshan islands. On the starboard bow is a more numerous group, called Rugged islands. Bottom was found at 6 fathoms throughout. Over the Seshan islands, a solitary hill on the main will probably be seen, which is supposed to be in the neighborhood of Chapo. (Of Chapo more will be said in the sequel.)

Hauling to the eastward, round the Rugged islands, a small islet, the *Hen and Chickens*, will be seen; and also, beyond this, to the N. E., Gutzlaff's island of the Amherst; it appears in this direction as a cone, and is about 250 feet in height. Gutzlaff's island is *supposed* to be what the Chinese call 馬磧 *Ma tseih*, or 'Horse Rocks.' This however needs verifying.

To the eastward lies a large group of islands, up to which you carry 6 fathoms; to the northward of these, at a distance of 8 or 10 leagues, lies Saddle island of the Amherst's voyage, making in this direction one conical hill. To port the low land of the main will probably be seen. There is anchorage throughout in from 6 to 8 fathoms.

To proceed still to the northward, steer N. N. E. for the Dangerous rocks. These are *not at all dangerous*, being 10 or 12 feet above water; passing these close, steer, if required, to the N. W. for *Shawei shan* 沙衛山.

To enter the Yangtsze keäng (洋子江 or 'Child of the ocean') with a large ship, it probably would be necessary to station a couple of small vessels, one on the edge of the outer bank, the other on the spit higher up. She might anchor 4 or 5 leagues off Gutzlaff's island, while they were being placed. Attention to the following directions ought to carry in 20 feet.

Leaving Gutzlaff's island, keep it on a S. S. E. bearing; and having run 7 or 8 leagues, Shawei shan will bear N. E. by N. From this point the break or ripple on the bank should be seen, and you may steer N. W. When you have got hold of the bank, steer W. N. W. The low land to port should be visible from aloft; and a tree sufficiently remarkable will be distinguished. Keep this tree two points on the port bow. It must be passed at a distance of at least two miles, as the bank extends far out from it. When the tree bears S. ½ E., close the port shore to 1 or ¾ of a mile, steering N. W. by

W. for a large clump of trees. The soundings will now gradually increase to 9 or 10 fathoms.

The outer extreme of the fortifications at Woosúng will be seen at 7 or 8 miles distance, abreast a clump called the 'Treble trees:' run on, keeping from ½ to 1 mile off shore, and anchor with the eastern fort S. by W., and the extreme of the wall N. W. by W.; or you may select any other berth you prefer from the chart. Bush island will be seen, the Bush bearing about north. A bar extends some distance from the mouth of the river, with 2½ and 4 fathoms, deepening suddenly to 10 and 12 fathoms. Bush island must not be approached nearer than 2½ miles.

Being in mid-channel betwixt Woosung and Bush island, steer about N. W. by W., keeping 1½ or 2 miles off shore, and you will shoal gradually from 8 to 4½ fathoms: this point is about 2 miles off shore, abreast of the deepest bight: proceeding, you deepen to 14 fathoms, until abreast a grove or clump of trees, 17 or 18 miles from Woosung. When the west end of the trees on Mason island begins to open of the west point of Tsungming (point Harvey), steer to the northward, opening them gradually, and pass point Harvey at ½ a mile distance: it is quite steep.

From point Harvey, steer N. W. ½ W., on for 3 distant hills and a pagoda, approaching no nearer to Mason island, than 2 miles. When past it steer west, keeping about mid-channel. The trees on Mason island must not be brought to the southward of east, to avoid a shoal running out from the north shore, one third of the distance across. When the Pagoda hill bears N. W., and a large bush on the south shore S. ½ W., you are abreast the shoalest part, and must steer N. W. by W. ½ W., for Round-tree point, distant four miles. The soundings about this point are deep and irregular. When past it, and abreast of a creek and mud fort, the bank is very steep, shoaling from 20 to 2 fathoms, and then to 4 feet. This you avoid by keeping the large bush in sight S. E. by E. ½ E.; and a course W. by N. 8 miles leads abreast of a small circular fort and other buildings, the highest point reached by the Conway. The whole south shore appears very shoal to ½ or 1 mile off. The channel from this point runs probably about N. N. W., but it requires examination. Running in from seaward, the most eligible land to make is Saddle island. No land was seen north of Saddle island from the summit of Shawei shan.

Winds, tides, &c. Off the Seshan islands, the time of high water, at full and change, is 11*h.* 45*m*; rise, 12 feet. The flood sets W. N. W.; the ebb E. S. E. Generally off the mouth of the river, it is high

water on full and change days at about noon, or half an hour after. The rise at spring is 13 feet; at neaps, 10 feet; once 18 feet were noted, but this was probably caused by the ship having swung, so as to change her depth. The stream of the flood comes from the eastward, drawing to the southward about its last quarter, passing round to the ebb from the westward, and so on round by north. The greatest velocity measured was 4½ knots, off the northern entrances; but the usual velocity at springs is about 3½ knots.

In the river off Woosung, high water at full and change occurs about 1*h*. 30*m*. The rise is uncertain, but ranges from 15 to 5 feet. The stream of flood comes from S. E. passing round by east to northward; the ebb comes from N. W., passing round by south.

At the farthest point reached, high water, at full and change, occured about 4*h*. 30*m*. The rise was 14 feet; the ebb running 8 hours. The flood at the neaps was nearly obliterated.

In July, the barometer stood at 29.74; and the thermometer at 78°. The prevailing winds were southeast, freshening about the change of the moon.

In August, the barometer stood at 29.78; and the thermometer at 81°. The prevailing winds were southeast, easterly, and northerly. For a day or two there was blowing weather, with a little rain, at the change of the moon.

In September, the barometer stood at 29.90; and the thermometer at 77°. The winds variable, but drawing roand from southeast to north. Blows with rain occurred at full and change. Mornings were much colder than the average temperature.

The temperature, having been taken on the main deck, is not probably very correct. The periodical breezes appeared to increase in intensity at full and change. The barometer rose with the northerly winds, and fell with westerly and southerly. One hard blow occurred with the barometer at 30.10.

Supplies, &c. The island of Tsungming is highly cultivated, particularly on its northern side. There are a plenty of cattle, used for agricultural purposes; and almost all the islands outside excepting Shawei shan and Gutzlaff's, produce vegetables.

Chapo 乍浦 is situated on the north side of a bay on the northern side of the great bay of Hangchow. The land on the right and left of it is high, and appears like islands, the coast of the bay being generally low. The points of the entrance are 5 or 6 miles apart. Rather towards the north entrance lie 'North and South' islands,

about 1½ mile from the shore, and ⅔ of a mile apart: they are not easily distinguished from the high land in the rear. On the top of the high conical hill, forming the starboard entrance, are one or two buildings; and rather more than half-way down is a fort, having 4 guns. These are conspicuous objects. The town is situated to the left of the hill, in a small nook; it is defended by a battery and breastwork. The soundings decrease regularly from 10 to 3½ fathoms close in to the town, and the Algerine anchored, distant from the town battery about 500 yards in 3¼ fathoms mud, with the following bearings; fort on the hill N. E. by E. ¼ E.; South island E. by S. ½ S.; remarkable pagoda, W. by S. ¾ S.

A group of small islands, east of Chapo, distant about 8 miles, is likely to mislead, as it is not laid down on the old charts. (Query, Seshan islands?)

Running for the anchorage, round South island, at 2 cables' distance, and haul up for the junks at anchor, when the fort on the hill bears N. E. by E. about 1 mile, you will find from 7 to 9 fathoms steep ground, and sheltered from all winds but S. E. to E. S. E. No dangers were visible.

TABLE *of the Latitude and Longitude of the places mentioned in the preceding surveys, with their Chinese names.*

Names.	Chinese characters.	Sounds in Fuhkeën.	Particular spot.	Latitude.	Longitude.	Authorities.
Heishan -	黑山	Hek san		28° 25′ N.	121° 55′	Blonde.
Hihshan -	Do.	Do.	S. E. islet	28° 55′	122° 17′	Wellesley.
Do. -	Do.	Do.	N. W. part	28° 52′	122° 5′	Blonde.
Do. -	Do.	Do.		28° 50′	122° 18′	Pylades.
Tungcha shan	東霍山	Tonghok san		30° 14′	123° 1′	Wellesley.
Tsin shan -	盡山	Chĭn san		30° 29′	122° 6′	Pylades.
Square island				30° 0½′	121° 46′	Conway.
Se shan -			W. island	30° 35′	121° 31′	,,
Hen & Chickens				30° 42′	122° 3½′	,,
Gutzlaff's island	馬磧?	Má chek		30° 48′	122° 11′	,,
Saddle island			Centre	30° 50′	122° 41′	,,
Rocks -				31° 10′	122° 23½′	,,
Shawei shan	沙衛山	Say-ŏĕy san		31° 25′	122° 15′	,,
Woosung -	吳淞	Goĉsëûng		31° 23′	121° 30′	,,
Shantung prom.				37° 24′	122° 47′	Blonde.

Names.	Chinese characters.	Sounds in Fuhkeën.	Particular spot.	Latitude.	Longitude.	Authorities.
Toki -	砣磯	Tôke	S.E. part of bay	38° 9′	120° 52′	Wellesley.
Miaotao -	廟島	Beāoutó	S. W. point	37° 54′	120° 48′	,,
Pei ho anchorage	白河	Pék hô		38° 58′	118° 7′	,,
Do. -				38° 58′	118° 8′	Pylades.
Do. -				38° 56′	118° 9′	Blonde.
Shaluy teën	沙壘田	Saylúy tëên	Temple	38° 55′	118° 37½′	Wellesley
Do. -	Do.		Shoal	38° 59′	118° 7′	Pylades.
Tungtsze kow	衕子溝	Tôngchoó koe	Anchorage	39° 30′	121° 20′	,,
Leaoutung -	遼東島	Leâou tong	S. Head	38° 40′	121° 12′	,,
Seaou Ping I.	小平島	Seáou Pêng tó	Anchorage	38° 46′	121° 37′	Blonde.
Do. -	Do.	Do.	Do.	38° 48′	121° 34′	Pylades.
Victoria bay			Anchorage	38° 52′	121° 53′	Blonde.
Do. -			Do.	38° 56′	121° 50′	Pylades.
Do. -			3d anchorage	39° 2′	122° 49′	,,
Dangerous reef			4 fathoms	38° 56′	124° 37′	,,

ART. IV. *A brief account of the assault and capture of the heights and forts above the city of Canton, &c., &c. By an eye-witness.*

ON the 18th of May, the transports, &c., all got under weigh, for the third time since December last, for the Canton river. With the exception of the sick of the different regiments, and a portion of the 37th regiment Madras native infantry, left to protect the island of Hongkong, and as a guard over the stores there, the remainder of our available force proceeded up the river. Nothing of any importance occurred during the passage up, save a ship occasionally running against a sunken junk, which however caused no further annoyance than the delay, until either a breach had been formed in the side of the rotten junk, or the flood tide had floated the ship off. It was an extraordinary sight to see the Blenheim, 74, towed by a steamer, proceeding leisurely up the back channel—a passage, through which nothing beyond Chinese junks was previously known to have passed. This channel had been, within the last few days, surveyed by captain Belcher of the Sulphur. In fact, the Chinese never would allow foreign ships to proceed up this channel, and it was at all times so blocked up with fishing-stakes as to offer but little temptation to their preferring it to the old and better known passage by Whampoa. The Blenheim proceeded to within nine miles of Canton. The smaller ships anchored within from three to five miles of the city, while some of the 18 and 20 gun ships took up a position opposite to and above the factories.

Early on the morning of the 24th, copies of the following General Orders were sent to the officers commanding the different corps, detachments, &c.

GENERAL ORDERS, No. 1.

Head quarters, Marion, Canton river, May 24th.

1. The period has now arrived, so long looked for by the military portion at large of the China expedition, when it may have an opportunity, in coöperation with our gallant associates of the royal navy, of proving what can be effected by discipline and bravery.

2. Major-general Gough feels a confident assurance that every man will do his duty, that he will have the gratifying task, not only of recording and bringing to notice acts of gallantry, but (what is of infinitely more consequence in the present instance, and will afford stronger proof of devotedness to our country's honor and our professional character,) of unshaken discipline and undeviating attention to the orders issued by the officers in the command of columns of attack.

3. The nature of the position to be carried, and the probable necessity of sub-dividing the force into separate columns of attack, which may be led through the town and suburbs, make it the more necessary to enforce the most rigid discipline, and to guard against any man leaving the ranks upon any pretence whatever. The man who does so will most probably be cut off; but even should he escape, his name should be branded as a disgrace to his corps.

4. The Chinese system is not one to which the British soldier is accustomed, but if the Chinese have not bravery and discipline, they have cunning and artifice. They have had ample time to prepare, and we may be well assured that their system of stratagem will be called into full play on the present occasion. But, though such a system may be effectual against a mob, which every broken body is, it must fail before the steady advance of disciplined soldiers. The major-general will only add, that Britain has gained as much of fame by her mercy and forbearance, as by the gallantry of her troops. An enemy in arms is always a legitimate foe, but the unarmed, or the supplicant for mercy, of whatever country or whatever color, a true British soldier will always spare.

5. The troops will be prepared, with cooked provisions for two days, to land this day at 12 o'clock, in two columns.

(Signed) Armine S. H. Mountain, Lt.-colonel, D. A. G.

At the time appointed, boats were in readiness for the conveyance of the troops to the landing-place. The officers of the expedition are much indebted to the commodore, sir Le Fleming Senhouse, for his great exertions in procuring these boats, the construction of which was admirably adapted for protecting the troops from the sun, each capable of carrying from 50 to 200 men, according to their respective sizes. The boats were towed up by the Nemesis, to a place about two miles above Canton, where they arrived about 7 o'clock P. M. A more extraordinary sight, perhaps, never was witnessed, than this fleet of boats, conveying upwards of 2600 fighting men, besides followers, guns, stores, &c., yet no accident happened. Had the enemy been on the alert, they might have committed dreadful havoc amongst us. The guns and artillery were landed during the night, but the remainder of the force did not debark till morning. A false alarm roused us about midnight; but nothing occurred till our landing at daylight on the 26th.

The general was the first on shore; and so soon as the 37th were disembarked, they received orders to accompany him as an escort. The detachment of Bengal Volunteers also accompanied him. The general advanced in a southwesterly direction about a mile from the landing-place to a rising ground, from whence a general survey of the line of country we were to pass over could be taken. From here we could see the enemy's picquets at their posts for miles on every side. They made use of every gesture to encourage us to advance. A portion of the escort was ordered forward to reconnoitre, and to

ascertain as soon as possible the force of the enemy in this position. A few of the latter, beating their shields, shouting and brandishing their swords and spears, appeared to have all the wish to exterminate our small party; but they did not come within musket range of us.

When the general had ascertained all he wanted, his escort was directed to join the 1st brigade in the right column. This brigade was formed of the 49th and 37th regiments, with a detachment of Bengal Volunteers. The 2d brigade was formed of the Royal and Madras artillery, and sappers and miners. The corps of seamen, 460 in number, formed the 3d brigade in the right column. The ordnance attached to this column consisted of four 12*lb.* howitzers, four 9*lb.* field guns, four 5½ inch mortars, fifty-two 32*lb.* rockets, and two light 6 pounders; it was commanded by lieutenant-colonel Morris. The left column, which was commanded by major-general Burrell, consisted of the Royal Marines (reserve), the 18th Royal Irish, the 26th Cameronians, a detachment of Madras artillery, and engineers and sappers. The ordnance attached to it was one light 6 pounder, and one 5½ inch mortar.

The ground we had to pass over was chiefly paddy-fields and burying-grounds; consequently there was great difficulty and delay in transporting the guns. The headless trunk of a camp follower, who had gone a few yards beyond the landing-place during the night, was found; his body was untouched, but his murderer had no doubt carried away the head of his victim to claim the promised reward.

Long before our guns could be brought to bear upon the forts, the enemy had opened a brisk fire on our advanced columns. Their shot, however, fell short. About 9 o'clock A. M., we returned the fire, simultaneously from the guns, mortars, and rockets. Though the enemy's shot fell close around our men, in every direction, yet no accident happened. In about an hour from the time our guns commenced firing, the Chinese were observed to collect in great numbers outside their forts, evidently deliberating upon the best plan of escape. Our troops were now ordered to advance. The positions we were to attack, namely, the heights and forts above Canton, were barely removed 100 yards from the city wall, and appeared strongly defended. There were four forts, each mounting from eight to ten guns, besides numberless ginjals, which poured forth volley after volley of grape.

A simultaneous attack was made on all the forts; the weather was excessively hot, and the ground of the worst possible description for troops to march over. The 1st and 2d brigades were directed to dis-

lodge the enemy from the two forts to the south; and the 3d brigade (the gallant jacks) those to the west of the city. In the 1st brigade, the 49th took the lead at starting, the 37th M. N. I. and Bengal Volunteers following close on their heels. The 37th were, I believe, the first to reach the summit. Little opposition was offered to their advance. The enemy had all evacuated the forts, and were seen running down the hills in every direction, letting off myriads of barbed rockets, which did no further injury, than most effectually to prevent the course of their flight being observed.

In one of the two forts to the west, the sailors had hard work of it, the enemy not leaving their stronghold, till, by means of escalading ladders, our fellows effected an entrance, and there hand to hand cut them to pieces. In effecting this, our men were much cut up, chiefly, however, by the flanking fire from the wall of the city.

The reserve was now directed to take possession of an entrenched camp, where the enemy had rallied. This encampment was well covered by the guns from the city wall, and removed more than a mile from the forts now occupied by the first brigade. The enemy was evidently in great force there; and as usual, till our men came too close to be pleasant, waved their banners and encouraged us to come on. Their officers were seen riding on poneys in front of the ranks. Well did the Royal Irish do their work that day, advancing all the way at double quick step, regardless both of the shot from the city walls, and of the showers of grape from the entrenched camp; in a few brief moments, everything was in their possession, and after setting fire to all that could be laid hold of, they took their departure. In this advance there were four officers and several men wounded. The rockets worked splendidly, astonishing poor *foke* not a little.

A fire was kept up from the city wall nearly all night. During the afternoon, the general had a narrow escape, having been at one time completely covered with dust from a shot that struck the ground close by his side. The total amount of our killed and wounded this day was about 70; on the side of the enemy, the actual loss was never ascertained.

The troops bivouacked as they best could during the night. Our worthy chief was the first on the move in the morning of the 26th, when we all eagerly looked forward to a little escalading practice. In this however we were disappointed; sufficient materials had not yet come up for effecting the object contemplated, viz., setting fire to the city. About noon, the ammunition, &c., arrived; but, unfortu-

nately, by this time it rained in such torrents as to put a stop to all operations. The inhabitants appeared to be deserting the city in great numbers. On the ramparts, which poured forth such volleys yesterday, not a soul was to be seen, and from the heights crowds could be observed bearing their property on their shoulders, pouring out of the gates farthest removed from the forts in our possession. Towards afternoon, a flag of truce (for the overbearing Chinese have at length to their cost come to know the use of the *white flag*) was seen to wave from the most conspicuous part of the ramparts; and a red buttoned officer, advancing to one of the embrasures nearest to our position, and also waving the white flag in his hand, seemed to implore an interview. The general, commodore sir Le Fleming Senhouse, and Mr. Thom the interpreter, advanced forward. But on ascertaining that the rank of the Chinese officer was not equal to that of our's, the latter retired; and major-general Burrell, and captain Gough A. D. C. to the general, were directed to ascertain what the enemy wanted. This proved to be the offer of certain terms to spare the city. The Chinese were told, that it was not in major-general Burrell's power to listen to any terms proposed; and that if they wished for an interview with our general, it could not take place from the walls of the city; but that tents should be pitched half-way between our position and the city, and that there our general and commodore should meet only those of like rank from the enemy. This was after some time agreed to on all sides, and the Chinese declared that their deputation should be at the appointed place in exactly one hour and a half. Hour after hour, however, passed, and, as might have been expected from the previous too well-known character of the Chinese, no deputation arrived, and unfortunately the rain which now fell in torrents, not only prevented the resumption of hostilities, but thoroughly soaked the ground which formed alike the bed for the general and common soldier. Yet no complaint was heard, and the troops, in their wet clothes, with little food and less drink, went to the respective duties allotted them for the night, without a murmur.

Up to this date, with the exception of the wounded, there was not a sick man in the force. All eagerly looked forward to the morrow. During this night, the artillery was hard at work—guns, mortars, rocket tubes, &c., with all their appendages, were brought into position. The infantry was placed so as to prevent the enemy from working their guns. The escalading parties were also detailed, which consisted of a portion of the 18th Royal Irish and 37th M. N. I. The portion of the wall to be escaladed was between 40 and 50 feet high,

and this the artillery expected to reduce to 25 or 30 feet. From its old and ruined appearance, it was believed this could easily be effected.

Early on the morning of the 27th, everything was arranged. The guns were loaded and primed. The port fires were lit, and the general and the commodore were taking a last look, previous to giving the signal to commence firing. The enemy too appeared on the alert, numbers of them were seen running backwards and forwards on the ramparts. A few minutes more, and the work would have commenced, had not an unlooked-for messenger arrived with dispatches from the plenipotentiary to the general and commodore. How anxiously did we all watch the features of those two brave and determined men, as they each perused their documents. Sir Fleming was the first to speak, and those nearest to him heard him say, 'I protest against the terms of the treaty in toto.' The news soon spread. Captain Elliot, as usual, acting on the spur of the moment, had, without even paying those who are so far superior to him in every way the compliment of asking their advice, concluded a peace with the Chinese, and ransomed the city of Canton for six millions of dollars. I leave the reader to judge of the disappointment felt by the troops on learning this intelligence.

On this day, the following General Orders were issued.

General Orders. No. 2.

Head Quarters, Fort Yungkang, Canton, May 27th, 1841.

Major-general sir Hugh Gough from his heart congratulates the troops of every arm, composing the force, upon their steadiness under fire, and their brilliant conduct, on the attack of the heights, and the capture of the several forts above Canton, and of the intrenched camp under cover of the city wall, on the 25th inst.

2. This expression of the major-general's best thanks was as fully merited, and is as sincerely accorded, to the naval battalion, and the royal marines, who have nobly upheld the high character of their profession.

3. Where all were emulous to maintain the honor of British sailors and soldiers, it would be impossible to particularize. To all, the major-general's best thanks are due; to all, those thanks are heartily offered.

4. Officers commanding corps and brigades and heads of departments, in accepting the major-general's thanks for themselves, will be pleased to communicate them to their officers and men.

By order. (Signed) Armine S. H. Mountain, Lt.-Colonel, D. A. G.

As the force was to remain in its present position till the money was paid, the most comfortable quarters that could be procured were given to the troops. The suburbs of the city, and the villages in the immediate neighborhood were completely deserted; not a Chinese was to be seen, except a few old and diseased of both sexes, who were unable to move.

Our loss in killed and wounded, up to this date, amounted to about 70. That on the side of the enemy must have been far more, though at first but few bodies were found. A foraging party, when a few miles from our camp, discovered between 60 and 70 dead and dying Tartars in one house, who evidently had been carried there to give us a false idea of the number killed.

One part of captain Elliot's treaty was, that the Tartar troops, from thirty to forty thousand in number, should evacuate the city, lay down their arms, and proceed to a distance of sixty miles from Canton. Since the arrival of our force opposite the walls, the Tartar and Chinese troops had been carrying on a civil war within the city, the loss on both sides being very great. Besides this, our shipping and land force had so effectually blockaded and besieged the city, that few or no supplies could enter. Consequently, the inhabitants were now driven to that state, that they would agree to any terms we chose to dictate. How unfortunate that captain Elliot's temperament should be so conciliating! As it is, however, if the sum received for the ransom of the city is to go to the navy and military as prize-money, it will amply recompense them for the toils and troubles they have endured. This sum being quite unconnected with the original claims on the Chinese, it would be rather unfair that those who succeeded in procuring the same should derive no benefit therefrom.

The 29th of May was a day of rest, and our officers and men were to be seen in every direction walking through the deserted suburbs and villages in the neighborhood of Canton. Some very extraordinary tombs, and places of worship or joss-houses were seen. One very extensive line of buildings, close under the city wall, was solely devoted to the reception of the dead. They were in strong substantial coffins, elevated on pillars with perfumed incense-sticks burning on every side. The coffins were generally placed two in one vault; and, with the exception of a close damp smell, there was no unpleasant sensation perceptible. Outside of the vaults, evergreens and creepers were tastefully arranged, and over the doors of some of them beehives were fixed. The coffins were of enormous thickness and strength. The contents of a few of those that were opened presented an appearance almost natural. The bodies were all embalmed. They were buried in their clothes, the cap and button denoting in death, as in life, the rank of the wearer. The body, in some of the coffins opened, must have been from all pearance an inhabitant of its narrow bed for upwards of half a century. The features present-

ed a dried and shriveled appearance, and there was a strong pungent aromatic smell perceptible on raising the lid. In the right hand of each was a fan, and in the left of many a piece of paper having Chinese characters written on it. To an antiquarian, there were many things in this village which would have excited much interest.

Two thirds of the money was this day paid, and shipped on board H. M. ship Modeste; and as one million more was to be paid immediately, and security taken for the remainder, the troops expected to return to their ships on the 31st. Some of the Tartar troops had already left the city, and others were to leave the following day. Everything looked pacific. There were certainly some rumors, that reinforcements were expected for the protection of Canton, and that this delay, on the part of the authorities, to pay up the money demanded, was merely an excuse to gain time to enable the new troops to arrive. But as the plenipotentiary gave no credence to these reports, of course no one else did. However, on the morning of the 30th, and before we had finished that most agreeable of all medicines in a tropical climate, namely, a cheroot after breakfast, the sound of the bugle was heard in the direction of the general's quarters! The sound could not be mistaken. It was taken up on all sides.

Orders now arrived for the 26th Cameronians and 37th M. N. I., to proceed and drive off a large body of the enemy, which was seen approaching our encampment. The enemy was at this time at a distance of nearly two miles from our position, and covered a space of ground upwards of a mile in length. They were certainly between ten and fifteen thousand strong, while our small body did not amount to much more than five hundred. Captain Knowles, of the Royal artillery, with a few rockets, soon checked the impetuous ardor of the enemy. The 37th, who had been directed to proceed towards the left, came upon a party of their advanced guard by surprise, while they were quietly sitting under a tree sipping tea, but who no sooner saw us advancing, than they took to their heels in every direction, leaving their spears, their cups, and their buckets of tea for their pursuers, who found it a very pleasant beverage too, the day being very hot. It was about this time that the quarter-master general of the force dropped down dead from a *coup de soleil.* The enemy had now retreated about a couple of miles and taken up a position on a rising ground, and as usual were waving their banners and shields, and encouraging us to come forward. Our rockets continued to plough line after line though their ranks; still they did not appear intimidated. The rain unfortunately began to threaten. A storm

was evidently approaching. The atmosphere was close and dense. The roll of distant thunder was heard, and the rays of the sun during the day had so heated the air that on its being inhaled, a sensation was left in the lungs similar to that felt when the vapor bath has been raised to too high a temperature.

It was evident that the enemy must be driven from their present position, otherwise they might advance upon our camp during the night. The threatening aspect of the weather rendered it necessary, too, that no time should be lost in doing this. It was 1 o'clock P. M., when the general directed the 37th and 26th to advance, and drive the enemy from the heights; the third company of the 37th was detached to the left, the head quarters of the regiment proceeding to the right; and the 26th (Cameronians) also going towards a large village to the left. As usual with the Chinese, the nearer we approached the farther they retired. We pursued them about three miles, when it was judged prudent to return.

The rain now fell in torrents, and prevented our seeing an object even at a few yards distance. No enemy was in sight, except a few solitary individuals on the tops of the highest hills. The 3d company of the 37th, and the 26th regiment, were seen almost in a line with and not far removed from the head-quarters of the 37th just before the rain commenced, and no one for a moment feared for the safety of the detached company. In fact we had not proceeded many paces before the men said that the '*teem we company*' was close on our rear.

It would be difficult to give a description of this retrograde movement. The rain had completely obliterated every trace of a footpath. There was nothing but one sea of water before us. The thunder and lightning were awful. The Chinese, I have no doubt, looked upon the storm as a judgment inflicted by their gods upon the barbarians. About 4 P. M., the 37th arrived at the position they had started from. There the worthy general still stood; though drenched with rain, he would not move, till he saw us all safe back. And how gratified must every man present have been to see him so satisfied with what had been done. With his head uncovered, he shook hands with and thanked the native officers for their exertions. The 26th was seen approaching. The third company of the 37th was supposed to be coming up in the rear of that corps. On the arrival of the latter, however, what was the surprise of all to hear that they had seen nothing of the missing company. It was now about 5 o'clock P. M., and that portion of the force that had been employed all day was fatigued, and the rain had rendered their muskets unserviceable,

so that it would have been useless to have sent them in search of our missing men; an express was therefore dispatched for two companies of the Royal Marines armed with percussion muskets. The rear of the 26th, while retiring, had been much annoyed by the enemy. Taking advantage of the almost helpless state of our men—none of whose muskets would go off, and their bayonets becoming all but useless weapons when opposed to long spears, so that little resistance beyond self-protection could be offered—the enemy contrived to pull over some of our men, with an instrument resembling a shepherd's crook attached to a long bamboo, and afterwards rush on their unfortunate victims with their swords.

Great anxiety was now entertained for the fate of the missing company. The food of the sepoys had just been cooked, when the order arrived to fall in; and such was the anxiety of the men to close with the *soors* who had been the means of bringing them from their own country (an expression the sepoys were often heard to make), that they preferred leaving everything untouched, saying they would have a better appetite on their return; consequently none of them had taken any food since the previous day at noon. They had been exposed too, for the whole day to very harassing duty, at one time under a broiling sun, and at another under drenching rain. It was therefore very natural to suppose that by this time they were considerably fatigued.

In a small force like ours—at least small compared to the numbers opposed to us—the loss of even one company of sixty men would be severely felt. But Providence had destined it otherwise. An occasional musket shot was heard by the marines in search; and on advancing towards the spot whence it proceeded, a distinct 'hurrah' was heard to follow each report. The marines also fired a few shot, and returned the 'hurrah,' and before the men were aware of it (for at this time it was quite dark and continued to rain), came suddenly upon a large body of Chinese, who scampered off as soon as they saw our men approaching, and exposed to view the lost party, drawn up in form of a square. A *feu de joie* was fired by the marines in the direction of the flying cowardly enemy, after which the whole party turned homewards, the marines carrying such as were wounded. It was about 9 o'clock P. M., when the men reached the lines, where many hearty congratulations passed on all sides.

It now appeared that this company commenced retiring about the same time with the rest of the force composing the advance; and that after they had proceeded a few hundred yards, their rear was

assailed in the same manner as the rear of the 26th; and that before assistance could reach them, one of the rear rank was pulled over and cut to pieces. Young Berkeley, with half a dozen men, rushed forward to try and save this poor fellow. But it was too late: though he struggled hard for his life, and even when surrounded by numbers, and deprived of his musket, made good use of his bayonet, till covered with wounds he could resist no longer. The musket was picked up by one of the enemy, who, fixing his eyes on the officer (for he had by this time returned to his place in the square, which at the moment had been suddenly formed,) and, stepping behind a bush, deliberately rested the musket on a branch, and coolly turning over the wet powder in the pan, apparently not at all understanding the use of the flint and steel, applied his own slow match to the powder, which, on exploding, lodged the ball in Mr. Berkeley's right arm. At this time not a musket would go off, and little resistance could be offered with the bayonet against the enemy's long spears. The men, after remaining in this position for a short time, were enabled to advance to a more defensible one, where too they were soon surrounded by thousands of the enemy, who had they possessed the slightest determination could have at once annihilated them. The rain ceasing to fall for a time, enabled the men to discharge a few of their muskets. The enemy was not removed above 15 yards, and every shot told as a matter of course. Many of the sepoys, after extracting the wet cartridge, very deliberately tore their pocket handkerchiefs or lining from their turbans (the only dry thing about them), and baling water with their hands into the barrel of their pieces, washed and dried them. They were then enabled to fire a few volleys in succession, and as each shot told with great effect in the crowd, the enemy was forced to retire; our small party were then enabled to proceed a considerable way homewards, followed however, though at a respectful distance, by the enemy. The rain again returning, encouraged the Chinese to advance; nothing therefore was left for our men, but a third time to form a square, in which position they made up their minds to remain till morning. But they had not been there more than two hours when the marines came up.

During the whole of the period this small party was so much harassed, no body of men could possibly have been steadier, or behaved with greater coolness and bravery. The eagerness with which they obeyed the orders of their officers, their agility in warding off every blow, and resisting the sudden rushes on the square, their determination in saving the lives of their comrades, who more than once

all but fell into the hands of the enemy, and their steady conduct throughout, reflect not only credit on themselves, but also on the army they belong to; and deserve to be recorded in the annals of British India, as a proof 'of what can be effected by discipline and bravery.' The loss this company sustained was one private killed, one officer and 14 men severely wounded. It was commanded by lieutenant Hadfield, an old and experienced officer.

The party had hardly quitted their position, when the enemy opened a fire upon them from a small gun, which they had mounted on a neighboring rising ground, but the shot fell short.

The next day, sir Hugh issued the following General Orders referring to this affair.

GENERAL ORDERS. No. 3.

Head Quarters, Fort Yungkung, 31st May, 1841.

To the wing of the 26th (Cameronians), the company of Royal Marines, three companies of the 37th Madras N. Infantry, and detachment of Bengal Volunteers, who were engaged yesterday in repelling the advance of a large body of the enemy, major-general sir Hugh Gough offers his best thanks for their steady and spirited conduct, which was as satisfactory to the major-general, as it was creditable to them.

By order. (Signed) ARMINE S. H. MOUNTAIN, Lt.-colonel, D. A. G.

On the 31st, the enemy again appeared collecting in large numbers, and the troops were again under arms. But from yesterday's experience, we knew it would be labor lost to pursue them. The general, meantime, suspecting that this assemblage of troops was a preconcerted arrangement of the Chinese authorities in the city, intimated to the latter, that, unless all hostile show on their part was removed, he should immediately storm and take possession of the city. Such was now the alarm of the Kwangchow foo, and Yang, "the rebel-quelling general," that they advanced, with an escort, and held an interview with the officer commanding the Chinese troops outside, and they dispersed on the following day.

Five millions of dollars having been received, and security procured for the remainder, the force left the heights above Canton, and returned to their ships, leaving this great city a second time 'a record of British magnanimity and forbearance.'

ART. V. *Memorial from Yihshan and his colleagues to the emperor concerning the capture of the forts and heights above Canton. (From the Canton Press.)*

THIS day, the 14th day of the 4th moon (3d June, 1841), we, the great rebel-quelling general Yihshan, and the lieutenant-generals Lungwan and Yangfang, respectfully take all the facts relating to the English foreigners making an attack on the provincial city with their ships, and that we exerted ourselves to the utmost, leading on our soldiers to defend the same, which happily has escaped without (much) damage;—and after considering the whole state of affairs, how that we have adopted certain temporary measures suited to the exigencies of the case, and having for their object our being able in future to (maintain the place): all these facts we now respectfully embody in the present memorial, looking upwards, and hoping that it will obtain a sacred glance. Your slaves already, on the 6th day of the present moon (26th May, 1841), took all the details of what had occurred up to that date, and duly forwarded them as is recorded.

The city of Canton stands at the foot of a hill called Kwanyin shan, while its front extends to the banks of the great river. To the northwest, is the department of Shaouking foo, and to the north are the lesser districts of Nanheung chow, Leĕnchow, &c., &c., all of whose merchants and travelers come to the provincial city by several branches of the river, which passes by Fatee, and afterward mingle their waters with the great ocean.

From the time that the foreign ships forced their way into the provincial river, they stationed a great many vessels (at the most important points), and thus grasped the very throat and wind-pipe of our communication. The eastern branch by Leĕtcĭh (neighborhood of Howqua's Folly), and the western branch by Ta Hwang kaou (Macao passage), both communicate with Whampoa, and thence to the Bocca Tigris; there are many arms of the sea flowing in different directions; the creeks, inlets, and outlets are most multifarious; during the floods the whole country is under water, and there is no important pass where a garrison might be placed for defence. Moreover, the fields are cramped and narrow, it is not easy to find a place to pitch a camp,—the hills on the north command the city, so that one may look down and see everything going on within; and the foreigners were constantly in the habit of prying and spying, for sooth it was no easy matter to prevent them.

Having previously prepared our means of attack by fire at Neishing, fifteen *le* from the city, in which we used rafts of wood floated down from Kwangse, and quantities of paddy-straw brought from Kinshan and other places in the lesser district of Sanshwuy, we dispatched several special messengers in order to have them bound, and properly placed (to drift on the foreign ships). But these said foreigners, having found out for the second time that our fire-rafts were about ready, drew the sword and commenced the war from the 1st of the moon. The rebels sent their ship's boats secretly to sound and get information, but they were beaten back by the officers and soldiers of the garrison, who opened upon them a fire of great guns and matchlocks. So it was until the fifth day (Tuesday, 25th May), when thirty-eight sail of foreign ships rushed up in a body and attacked the city; and at the same time (another body of the rebels) proceeded in steamboats to Neishing, and opened their fire upon it. A number of native traitors dressed like sailors in the confusion got into our ships, which were filled with paddy-straw, and set fire to them right and left, and burned the greater part of the fuel in the rear of our troops. These native traitors then swam on shore, and proceeded by land to our rear, and thus Neishing, being attacked simultaneously on three points could hold out no longer.

At this time the river being blocked up (by the enemy), there were no means of forwarding any communication; those who hurried onwards to work the guns had no way of getting there, and those who had previously gone to hasten the arrival (of other guns) had no way of getting them transported to the city. As regards

stores for the soldiers, though we had abundance of corn heaped up in our granaries, which we could have ground at any time, yet the food and rice of the common people is all brought from the country round about; thus in making a stout defence of the city, the merchant could never dispose of his wares; and what would be worse, the people could not without difficulty procure their daily food. Add to this, that the roar of the cannon was unceasing, the people of the new city (south side), one following the example of the other, all rushed into the old city (north side), and there they had a struggle. Such a state of things could not last long before the supply would become exhausted, and then the anger of the multitude would be quite irrepressible! We humbly think that the important post of the provincial city concerns the whole province; should it be lost by any remissness, then the thieves and vagabonds of every district would avail themselves of the opportunity, and rise in swarms like so many wasps! Moreover, an organized army (though disbanded) may be reassembled; in marching troops through the country, numerous opportunities present themselves for selecting important passes, and engaging the enemy at advantage, but there is no principle by which we may abandon the provincial city to its fate; if the city hold out, or if it be lost, the awful responsibility rests with us your slaves, and for the city to be lost and for us to perish along with it, does not appear to be the plan best suited to the welfare of the country! We your slaves have again and again reflected on all the circumstances of the case, and are compelled to confess that we found ourselves at our wits' end!

Having previously examined the site of the city, and found that the forts on the north were small and cramped in their construction, and could not contain many soldiers, we could only select our best troops and station them on the northern quarter, placing some guns there that they might make a stout defense. Thus they waited until the foreigners, having landed from their ships at Neishing, were pushing straight forward to the north side of the city, when our men opened a thundering fire and killed more than ten of the foreign rebels, and upwards of a hundred of the native traitors! The said foreigners upon this retired to the heights above the town, and the forts remained in their possession; it being now dark, we drew off our troops within the city.

Thus matters went on till the 7th day of the moon (Thursday, 27th May), when the whole of the inhabitants of the city came rushing in crowds and presented petitions, begging and praying that we would take measures to save their lives, and at the same time the soldiers on duty at the embrasures reported that they had seen the foreigners beckoning with their hands towards the city as if they had something to communicate. We thereupon immediately ordered the brigadier Heng Suyshing to mount the city wall and look. He saw several 'barbarian eyes' pointing to heaven and earth, but could not make out what they said. He forthwith called a linguist to inquire what they wanted, when it appears they said, that "they begged the great general to come out, as they had some hardships to complain of to him." Upon this, the commanding officer (or tsungping) Twan Yungfŭh said to them in an angry tone—"how can the great general of the celestial dynasty come out to see such as you? he has come here by command of the great emperor, and he knows nothing more about you than to fight with you!" Upon this the said barbarians took off their hats and made a bow; then they sent away the people who were about them, and casting their weapons on the ground, performed an obeisance towards the city wall. Twan Yungfŭh, —having previously got permission from us your slaves to do so,—then asked them what grievances they had to complain of, which had caused them to resist the forces of the Central land, and conduct themselves so madly and rebelliously on many occasions. They in course replied, that "they the English, could not carry on their trade, that their goods were not being consumed, that their capital was wasting away, and that their debts were not being repaid them; and that as both parties were firing off their great guns on the side of the new city, they had no means of making a communication there, and therefore they had come to this side to beg the chief general that he would implore the great emperor in their behalf, that he would have mercy upon them, and cause their debts to be repaid them, and graciously permit them to carry on their commerce, when they would immediately withdraw their ships from the Bocca Tigris, and deliver up all the

forts they had taken, and never dare again to raise any disturbance:" and other words to that effect. And at the same time all the hong-merchants handed in a petition stating, that "the whole body of the foreign merchants had authorized them to say for them that they only wanted to carry on trade as before, and to have the debts cleared off which have been owing to them for many years, when they would immediately take all their ships of war, and withdraw them beyond the Bocca Tigris," &c., &c.

Your slaves, having taken an enlarged view of the question, and duly weighed and deliberated thereanent, came to the conclusion, that the defences of the Bocca Tigris being already lost, those within and those without had alike no place of strength to depend upon, and it would be better to grant their terms and thus save the city from its perilous situation, and reanimate the drooping spirits of its inhabitants, rather than continue a struggle which was jeopardizing the many millions of lives of the whole province, and which might not have a successful result after all. On summing up the pecuniary resources of the single province of Canton, we find that its custom-house duties and land-taxes do not yield less than three millions of taels annually, and if we could only get these foreign claims cleared off, in the course of a few years the province would recover itself: whereas if we sit idly waiting for a long time, perhaps some unlooked-for calamity may overtake us, when not only will it be impossible for the province to recover itself, but it will be involved in vast expense, thrown into utter confusion, and the common people of the land, who are the very essence of the land itself, should they meet the poisonous influence (of a foreign war?), the consequences might be very grave indeed. Therefore it was that after maturely deliberating together, we dispatched the Kwangchow foo, Yu Paoushun, to do the best he could, and in accordance with the request of the merchants to grant for the time being the favor of carrying on commercial relations to all countries on the same footing;—thus viewing the recovery of the people from their state of destitution as the object of primary importance.

Commerce is to these said foreigners the very artery of life. Let us wait quietly till the foreign ships of war have retired, and the native traitors are dispersed, when, beginning with the river in front of the city, and continuing the work down to the Bocca Tigris itself, at every important pass we shall block up the course of the river with piles of stones, and there erect forts and place guns; and thus, having secured the door of entrance, we shall have ample means to oppose their progress, and maintain our defences. And finally, having thus our gripe on their thrapple, should they ever dare again to give rein to their outrageous conduct, we can in a moment stop their commerce;—this then is a mode of governing them which is always in our own hands.

These facts relating to the late attack on this city, and the temporary expedients which we have adopted in the exigencies of the case, we now respectfully unite with the other memorials which we have sent up successively, and humbly hope that a holy glance may be cast upon them, and the sacred will in course manifested.

Supplementary memorial to the preceding.

Further, your slaves Yihshan, Lungwan, and Yangfang, received your sacred majesty's special commands to lead a body of troops to Canton to attack and exterminate the English rebels; and your slaves Ahtsingah (the Tartar general of the garrison), Ke Kung (the viceroy), Elcäng (the lieutenant-governor), and Yusuy (the too tung, or Tartar lieutenant-general), had alike with us a share of the responsibility of holding out the provincial city;—there was not a day that we did not consider how we might massacre utterly this hateful brood, thereby manifesting the majesty of heaven (i. e. China), and gladdening the hearts of men. How then should we dare to act (apparently) in opposition to such sentiments, and bring forward plans for temporary expedients? Alas! this arose wholly from the necessity of our position; we could not possibly help it. And we cannot do otherwise than lay before the holy lord the feelings of bitterness that now swell our bosoms.

There are eight serious difficulties in the way of defending the city of Canton from attack, which your slave Yangfang, on a previous occasion, laid before

your majesty in a secret memorial; and when we, your slaves Yihshan and Lungwan arrived afterwards in Kwangtung, we found that on the right side and on the left, the throats of our communication were already in the hands of the enemy.

On going up the stream of time, we find that Canton has carried on commercial intercourse with all foreign countries for about 200 years. The natives of Canton most thoroughly know the dispositions of the foreigners and their likings; the people who dwell on the coast, such as the fishermen, and the boat people, those who constantly come and go with the tide through our military stations, are all in league with them, and understand their language; these are greedy after gain and fond of strife. Love of country (of the *natale solum*) hangs loosely about them; therefore it is that the foreigners do not grudge expense to get them into their employment, and consequently their hearts are turned towards their masters, while they are dead to us; they obey their foreign masters in all things, they convey the most secret intelligence, and there is nothing in short that they may not be induced to do! Although we have already caught several, and immediately executed them, yet the traces of the others being obliterated in a great commercial vortex like this, there is really no way of distinguishing them. A still worse feature is that there are those who falsely make soldier's dresses, and imitate the badges, and enter our ranks as if they were going to battle. These perhaps run away at the first onset (to spread a panic among our men), or they attack and wound our officers and soldiers! Their villanies are quite innumerable; so much so that many of them are positive spies in our very camp! In this late affair we secretly caught several, and after decapitating them we exposed their heads to the people by way of warning.

On a previous occasion, your majesty's slave Elcäng during the second moon (i. e. after the fall of the Bogue), had proclamations cut out and printed in which he assured them that what was past and gone would be pardoned, and promised them wealth and honors if they would reform and exert themselves. Your slaves also again and a third time issued proclamations exhorting them to renovate themselves, and promising most handsome rewards, and yet those of them who returned to their allegiance were few indeed.

Again, our great guns by sea and land being already lost, and we having no others to replace them, our vessels of war being without sailors to man them, our land troops whenever they approached the bank of the river to repel the enemy, being met by the fire of the foreigners, which was fierce in the extreme, those defences which we depended upon, such as mounds of earth, sand-bags, cotton waste, and cowhides, though built up more than a *chang* (three yards) thick, being shot through, our soldiers had not a spot left them where they could set their foot. Now although the 17,000 and odd troops of the imperial army who have been appointed to defend this post, possess officers who have had long experience in the army, and though both they and the common men most nobly risked their lives, yet alas, the ground in the neighborhood of Canton is not fitted for giving battle; it is difficult there to pitch so much as a camp, and what between the heat and the moisture, if (troops) remain long there, they are sure to have a deal of sickness; putting out of view those we left in garrison at Fuhshan and Shihmun, of the rest we could only use some seven or eight out of every ten. And upon this occasion, when the foreign ships advanced in a long unbroken line, and attacked the city, our officers and people, though they exerted themselves most valiantly, and quite regardless of their personal safety, struggled hard with them for several days and nights; yet, alas! the native traitors fanning and inflaming the minds of people on one hand, while on the other the foreign banditti having effected a landing on the southern side, and having in their possession all the roads and heights north of the city, whence they looked down upon us, the whole provincial city was before their eyes, and the danger was indeed most imminent!

We, your slaves, having been fed and reared by the bounty of your majesty, and having further received your majesty's commands to proceed hither for the defence of the frontier, what need is there for the slightest commiseration should our single lives be lost (in the discharge of our duty); but remembering that within

this city are several millions of lives,—what evil have they done that they should be exposed to this poisonous influence (i. e. the horrors of war)? Moreover a provincial city is a most important position! In it are all the granaries, treasuries, and state-prisons (of the whole province), and these are of the utmost consequence to us! Should such an important position once be lost through remissness, difficult would it be to recover it; in the meantime, our native handitti would avail themselves of the opportunity, and start up in every direction, and the entire province would be thrown into commotion; a contingency which one cannot bear to contemplate.

To sum up the whole, it being impossible to all appearances that we could have held out the city much longer, and the consternation of the people increasing every day, the inhabitants came one on the heels of another, and with much weeping and wailing begged that we would take measures to save their lives. We, your slaves, thought over the subject a third and a fourth time, and we came to the conclusion, that, if we did not make some temporary arrangement, matters were likely to get ten times worse than they were, and so in like proportion should we find it difficult to exculpate ourselves from our increase of crime. If, however, before making these arrangements, we have not laid a statement before your majesty, and waited the imperial pleasure before presuming to act, we beg to assure your majesty that it was owing to the extreme urgency of the case which would not admit of any delay. We humbly confess that we have erred and blundered in every particular, so that had we a hundred mouths, we could not plead exemption from the consequences of our grievous crimes. We therefore beg an imperial decree that we be handed over to the Board of Punishments to be most severely dealt with.

Second supplementary memorial to the preceding.

And further, Canton has held commercial intercourse with all foreign countries for about 200 years, and our hong-merchants, having had dealings with the foreign merchants for such a length of time, the debts which the former owe to the latter have in consequence become very large On various occasions the foreigners have petitioned that these might be repaid, and the different hoppos have always at the time deprived those hong-merchants who were most deeply indebted, of their office, and cast them into prison, apportioning the claims to be paid back by the other hong-merchants in instalments, as is duly recorded;—such has hitherto been the mode of procedure.

Now, however, the original hong-merchants Woo Pingkeën (old Howqua) and others have petitioned setting forth, that "formerly, when the English carried on trade, we (the hong-merchants) owed them accumulated sums; and although it had been fully understood and agreed upon that we were to pay them by instalments in a certain number of years, yet the English trade having been stopped since the year 1839 up to the present moment, we have never been able to clear off the debt. Now having received your excellency's commands to examine how we may most speedily clear off these accounts, how dare we under such circumstances procrastinate in the slightest, or make vain excuses! Besides our own ways and means when strained to the very uttermost, we are still in arrear 2,800,000 taels; and as matters are very urgent, and the different tea and silk merchants have all gone away for a time, we have really no way of borrowing the money. We can only beg that your excellencies will be graciously pleased to lend us the said sum of 2,800,000 taels out of the monies in the public treasury, with which we shall clear off these foreign claims; and we, the hong-merchants, shall lay aside the consoo fund arising from our respective shares of foreign trade, and pay the same back by instalments in the course of four years;" and words to that effect.

Your slaves deliberated upon the matter a third and a fourth time, and it appeared to us, that, though this is merely a debt of the hong merchants, yet at the present moment, it is intimately bound up with the question at issue with the foreigners; and should we make the slightest mistake (in refusing the request), it might lead to the most fatal consequences; so we judged it best to acquiesce and lend the hong merchants the sum required, to be repaid by instalments within the time agreed upon, and we conceive that we have good security for the

ultimate recovery of the same. Therefore, without making further excuses for our folly and rashness, we now beg to acquaint your majesty with the circumstance, having previously paid over the said sum to the hong merchants. These claims being now liquidated, surely the said foreigners can have no further excuse to raise disturbances.

Besides having duly advised the Board of Revenue, your slaves now humbly hand up this supplement for imperial inspection. A duly prepared memorial.

Art. VI. *Narrative of the loss of H. B. M.'s cutter Louisa in a tyfoon, July 21st, 1841.* By W. M.

July 20*th*. Went on board the Louisa, with the commodore and captain Elliot, for the purpose of proceeding to Hongkong to rejoin the Wellesley. The wind being light, and the ebb tide making strong, we were compelled to anchor about 2 o'clock P. M., to wait for the flood, which made about 5; and a good breeze then springing up, we stood along through the Lantao passage, though rather too far to the southward, having been drifted down by the tide. The wind gradually freshened to about a double-reefed topsail breeze, and at 10 o'clock, finding we were going to leeward, we anchored close under the island of Laff-sam-ee; wind north.

July 21st. At about half past 12 o'clock at night weighed again, and endeavored to weather the island of Ichow, but could not; and the cutter being close to the shore, and having missed stays twice, we were compelled to go to leeward of it. Wind north, a little westerly: course to Hongkong, northeast. Attempted to work to windward, but could do nothing; cutter again missed stays, and in wearing, when the mainsail was jibed, the main-boom snapped in halves. We double reefed the sail, got a sheet aft, and tried her under that sail, with the mizzen, fore-staysail, and jib, but she was lagging away to leeward so fast, that, the wind too having increased considerably, we were forced to anchor about half way between Ichow and Chichow, with a reef of rocks astern of us; as we anchored, the mizzen bumkin went before the sail could be taken in.

As day broke, the prospect was anything but cheering; it was blowing a gale from N. W. to N. N. W., and evidently increasing in violence every moment: a heavy sea was running, which the little cutter rode out beautifully, only now and then shipping a sea; every hatch was now battened down, and the increasing sea frequently broke over us; our anchors and cables being good, we held on well. About 8 o'clock A. M., it was manifest that we must slip, but it was determined to hold on until we could do so no longer; about 9 o'clock A. M., the heavy pitching carried away the jib-boom; and, the gaff-topsail being still aloft, after much difficulty it was got down, and the head of the topmast twisted off, but the spar could not be

got on deck; it was accordingly lashed, and we stood by to slip. About a quarter past 10 o'clock, the land was seen through the haze, close under our lee, and the cutter was driving down upon it: we immediately slipped, cut away the mizzen-mast, and put the vessel before it, shipping some very heavy seas in the attempt. The fore-staysail was hoisted, but instantly blown out of the bolt-rope; the peak of the mainsail was then ordered to be swayed up above the gunwale, in order that we might have her under command;—the men clapped on the throat-halyards, and the peak fell down and was jammed in the larboard gangway abaft; we were by this time within 60 yards of the shore, upon which the surf was breaking terrifically. Mr. Owen, the second master, incautiously went before the gangway, and attempted to lift the peak out clear, the men swaying on the halyards at the same time; it suddenly flew out, and jerked Mr. Owen into the sea, swung round, and was brought up by the fore rigging; the gaff went in two, and the sail, with part of the gaff, went forward, and was jammed before the rigging,—the foot of the sail towing overboard, thus leaving us an excellent little sail to scud under; it was instantly lashed and made secure. A tumbling sea, which broke over us, washed everything off the deck, that was not lashed, and amongst other things a hen-coop, which poor Owen got hold of, after having taken off his pea-jacket in the water. Another heavy sea broke on board, washed away the man at the tiller, and unshipped it; we were within 20 yards of the surf, and our situation truly awful. Owen's fate now seemed but the precursor of our's, and our moments, we thought, were numbered; but the hand of the Providence was stretched forth to save us. Lord Amelius Beauclerk caught hold of the tiller, and endeavored to ship it, but a heavy lurch sent him to leeward; I picked it up, and, with the assistance of the men, it was shipped, put hard a-port, and we passed clear of the end of the island, with the surf nearly breaking on board of us.

We could do nothing but run before the gale, keeping a good look-out ahead, and thus we passed about an hour of anxiety and uncertainty, lest there should be other land to leeward. Our doubts on this matter were soon over, for the cry of 'breakers right ahead' seemed again to warn us, that our lives were but of short duration; the land appeared towering many hundred feet above us, and the roar of the breakers, as they dashed against a precipitous wall of granite, was heard above the fearful violence of the tempest. 'Hard a-port!'—and—'hard a-starboard!'—were shouted out in quick succession by captain Elliot, who was standing forward, holding on by the fore rigging: as the little vessel obeyed her helm, a blast, which seemed a concentration of all the winds, threw her nearly on her broadside, but she gallantly stood up again under it, and we passed within a few yards of a smooth granite precipice, on which the sea first broke, and to have touched which would have shivered the cutter into a thousand fragments. We ran along this frightful coast, the wind nearly abeam, for not less than 300 yards, expecting every moment to be our last; but God, in his infinite mercy, was pleased to have us in his special keeping, and we rounded the end of this

land, with the feelings of men who had been delivered from a frightful, and as we deemed, an inevitable, death, with not a chance (from the nature of the coast) of one of our lives being saved.

We now had evidently (from the long following seas) got out of the immediate vicinity of the islands, and the wind abated a little; the sail was scarcely sufficient to steady the vessel, and to keep her before the seas, which frequently broke over us. We passed through a space of about two and a half or three miles, which was covered with floating fragments of wrecks of Chinese and foreign vessels, affording a melancholy proof of what devastation of property and loss of life must have been caused, and that, *our* lives being spared, we had much to be thankful for.

It was now about 3 o'clock P. M., and the wind had gradually veered round to E. and S. E., and continued shifting between those points, so that our course was from W. to N. W., but nearer the former than the latter. We concluded that we had passed to the southward of the Ladrones, and, if so, that we must, by steering that course, be running directly for the shore about Montanha. The water now became very much discolored, so much so as to leave a sediment on the decks and on our clothes, as the sea broke over us: two hand leads were lashed together, and we got soundings in 7 fathoms. The gale was blowing with redoubled fury, and it was plain that, this time, as we were running on towards the main, (or rather, the western inlands,) there was only one chance of safety for us, and that was to get into one of the many creeks or channels for boats which are rather numerous about that part of the coast; and, failing this, to run her into shoaler water, let go the anchor, and put our trust in that all-seeing Providence, who had already twice preserved us. "High land right ahead!" again put to flight all our speculations; and we were once more to find ourselves saved from imminent peril. The wind literally howled and screamed through the rigging, and our little sail began to show symptoms of being no longer able to withstand the fearful conflict. Again the land towered above us, and a surf broke close on our larboard beam, about 150 yards from the shore; we cleared this danger, and ran along the land. Suddenly, through the mist, a gap was seen in the outline, and high land trending away beyond on both sides, which captain Elliot instantly declared to be a creek; our hopes were fixed on rounding the point, where we should be, comparatively speaking, in shelter; but the thing seemed impossible. The wind and waves, as if determined not to be again robbed of their prey, raged with inconceivable fury; and the surf, breaking to a height of 150 feet, gave us too sure intimation of what would be our fate should we but touch the iron-bound coast. We steered as high for clearing the point as possible; we gradually neared it; each surf broke closer,—we could only hold our course; we seemed bearing down upon the breakers; it was an awful moment!—we were looking for and expecting the shock, beyond which all would be oblivion; a surf broke almost on board, and the cutter was hid in the spray—a terrific blast split our sail to shreds; 'hard a port!'—

amoment of breathless suspense,—and, thanks be to Almighty God, we passed clear! We felt directly that we were partially sheltered, and stood by the anchor, for we were drifting right upon the shore; it was accordingly let go, and held, checking her way for a moment, and nearly taking her under water. A heavy sea broke over us, and I fancied we were lifted over a rock, for I was quite sensible of a shock, which a person who has once been aground cannot easily mistake; the cable flew out of the hawse, and the anchor again brought us on our beam-ends; the water was up to the combings of the hatchways, but she rose very slowly; we were within 30 yards of the rocks, and embayed; the cable had checked her considerably, and we slowly drifted toward the shore, captain Elliot conning her. The cable running out, she struck about 15 or 20 yards from the precipitous coast, the next sea lifted her so that she bilged, and filled instantly, with her starboard bow touching a detached rock, and receding with the sea. Several people jumped overboard, others got on the rocks on the starboard bow, and threw themselves down to prevent being washed off by the surf, which now swept the vessel, and threatened her with almost instant annihilation. Great danger was apprehended from the fall of the mast, which would have come upon those who were on the rock. One of the boys swam over, and a rope being thrown him, he made it fast to the shore, and it was passed round a portion of our rock of refuge, by which means all hands got safely on shore. Captain Elliot and two of the men were washed off the rock, but fortunately succeeded in reaching the land, though much exhausted.

There we stood,—out of all danger from the violence of the tempest,—and saw the gradual destruction of the gallant little vessel which had borne us along so well, through a storm hardly to be surpassed in violence, and through perils which men doubtless sometimes witness but seldom live to recount; and I do not believe there was a man amongst our number, 23 in all, who (thoughtless though sailors be) did not offer up a fervent prayer of thanksgiving to God, who had so signally vouchsafed to stretch forth his hand and save us.

Two or three of the men now went up the hill to look at the surrounding country, but nothing was seen of any human habitation; they returned and reported accordingly. About half past five, the tide had fallen so that we went down to the wreck to endeavor to save a small quantity of provisions, and to get some blankets and cloth clothing to shelter ourselves against the inclemency of the weather. We succeeded in procuring both, but not in such quantities as we could have wished; and, as the vessel was going to pieces, it was not safe to make a very long stay on board. We got, besides a sail, or part of one, a tarpaulin, and 8 bottles of gin, a small portion of which was instantly served out to all hands, upon which with a small piece of raw beef or pork, we made our first meal after nearly 24 hours' fasting.

As many as could get them, put on cloth under thin trowsers, and those who had flannel waistcoats were fortunate. We then began to make

arrangements for passing the night. Having found a fissure in the side of a precipice, open at the top with a small space outside, we placed stones so as to cover a small mountain stream, that ran through the centre of our comfortless abode, and strapped the tarpaulin up across the entrance, where it was exposed to the unabated fury of the typhoon. Having taken off our clothes and wrung them and put them on again, the commodore, captain Elliot, lord A. Beauclerk, myself, the commodore and capt. Elliot's servants, and a little Portuguese boy, sat down in a circle, with our backs to the sides of the cavern and the tarpaulin, and had a large blanket thrown over all. As there was no room for more inside, a wet sail was spread outside over the rocks. Mr. Fowler and Lena (2d mate), and the men rolled themselves up in blankets, and laid down exposed to the wind and rain. The latter descended in torrents all night, pouring down upon us in little cascades from all parts of the rock above, making a channel amongst the people on the sail; in fact it was very like lying down to sleep in a running stream. Of course few were fortunate enough to close their eyes in slumber, and the gradual breaking up of the little cutter continually called forth an exclamation from some of us, as crash after crash was heard above the noise of the wind and breakers. We who were within the cleft, remained in a sitting posture all night, for there was no room to recline.

At length morning of the 22d dawned, and we saw all that held together of the Louisa; her taffrail jammed between two rocks, and a few of the deck planks adhering, but all the rest was scattered along the coast in fragments. We stripped, wrung our clothes, and put them on again, and having served out a small quantity of spirits, several exploring parties went out to endeavor to find some Chinese.

We were not very far from a sandy bay, on which were cast up many articles of wreck; along this bay a party was sent, whilst others went up the hills; some descended to our own wreck, and a few remained in or near the cavern. We had not been down long before we discovered under planks and timbers the bodies of three Chinese frightfully lacerated by the rocks; their vessel must have been driven on shore during the night. Suddenly I heard myself hailed, and looking up saw two Chinese, each of them appropriating a blanket. All hands were instantly recalled, and we began to talk to them; one of them had a most benevolent countenance, and to him was the conversation principally addressed. This man gave captain Elliot a paper which was folded and quite saturated with water, but after some time we got two of the folds clear, and were delighted to see capt. Elliot's signature, and some of the cutter's men said they recognized our friend as one of the boat people at Macao. He was instantly offered 1000 dollars if he would give us a fishing boat to take us thither; this he undertook to do very readily, and beckoned us to follow him, which we did, having first shouldered the beef and pork and gin, and put as many clothes on as we could get. On the top of the hill, we were joined by the party which went round the sandy bay; they said they had found the bodies of eleven Chinese, and the wreck of

a large junk, and one of them had picked up the box containing the commodore's decorations, which we distributed amongst ourselves and put in our pockets. We were very badly off for shoes; I had only one, and the consequence was my feet were much cut; we walked along over two hills in single file, and as we topped the third, saw an extensive valley with a long sandy beach on which the sea was breaking heavily. A creek ran up on the left side by a considerable village or hamlet, and the place seemed full of people. Scarcely had we appeared over the hill when we were seen by the Chinese; the women and children ran away screaming Fanqui! Fanqui! and the men, armed with bill-hooks rushed up the path in hundreds, railing at and menacing us. However, our benevolent guide explained matters to them, and about 60 passed us to go and plunder the wreck. At length one of them stopped captain Elliot, and commenced rifling his pockets; I was walking behind captain Elliot, and the same fellow thrust his hand into my pockets, in which was the star of the Hanoverian Guelphic order: I squeezed my arm to my side to prevent his taking it, when he shook his bill-hook in my face, and another fellow jumped upon a large stone, and flourished his weapon over my head; still I held on, when the first man struck me a severe blow on the arm with the back of the bill-hook. Captain Elliot looked round just then, and said it was no use resisting, and that I had better give up everything to them, they being twenty to one, and we wholly unarmed, and in their power. I accordingly resisted no longer, and repeated captain Elliot's advice to those behind me. Having taken the contents of our pockets, and eased the bearers of the beef, pork, and gin of their loads, they returned and stripped us of clothing, just allowing a regard for common decency, after which they molested us no further. The only two amongst us who were struck were the commodore (who was knocked down) and myself.

On our arrival before a little shed, one of the outermost houses of the village, our friend commenced preparing it for our reception, a proceeding we did not by any means admire, as we had understood that a boat would at once take us to Macao; but he said the wind was too high, which in truth it was, and we were therefore compelled to enter and wait the result. Our man, who was named Mingfong, made a fire, and give us a breakfast of rice and salt fish, which we were too happy to get; having satisfied our appetites, we endeavored to dry our clothes and make ourselves as comfortable as men in our situation could do. We presently ascertained with great satisfaction that there were no officers in the place, so that if we could manage properly there was every probability of our escaping a trip to Peking. Captain Elliot increased the sum originally offered to 2000 dollars, if they would take us to Macao as soon as the wind moderated, and after some difficulty it was agreed to.

We had the satisfaction of seeing the people passing and repassing with different articles of our property in their possession, many of which they brought to us to inquire the uses of. The bodies of the three Chinese had been discovered almost on the spot where the Louisa was wrecked: and as they

bore some frightful marks caused by dashing against the rocks, it was supposed we had murdered them. This was a very awkward affair; but we could only deny it strenuously, with every expression of horror that such a crime should be imputed to us, who had so providentially been saved from the same fate as these poor men. However, they would not be persuaded to the contrary, or they did not understand our explanation, until Lena, by gestures, showed them that in all probability the junk people had lashed themselves to spars, and in endeavoring to reach the land on them, had been dashed against the rocks, which accounted for their lacerated appearance, and the ropes found round their bodies. They went away apparently satisfied, but occasionally two or three would return and revive the matter, making demonstration of sharpening knives and cutting throats. When they found the cutter's arms, they were also very angry, and stormed and railed against us most violently.

All the women and children in the place crowded round to look at us (particularly when eating), and many were the inquiries made as to the sex of old Joe, the commodore's black Gentoo servant, who wearing ear-rings and having his hair turned back and twisted in a knot behind, did bear some slight resemblance to a female; but on closer inspection, his thick beard, whiskers, and mustaches might have satisfied the most sceptical amongst them; they had however taken away his ear-rings, and one savage attempted to cut off his ear.

We had another mess of rice towards evening, and that night slept around the fire, though not very soundly, for we were apprehensive the Chinese had some design upon us, but I believe no harm was intended; people were walking about all night which kept us on the *que vive*. The wind having moderated very considerably, capt. Elliot proposed to them to go that night; but they were afraid of the ladrones, and though tempted by an additional 1000 dollars they refused; their wives appeared to object to the procceding, or I think they would have been induced to go. During the night, capt. Elliot made a final arrangement, by which we were to start at daylight on the morning of the 23d, in two boats; in each boat there were to be but two people, the remainder to be sent for on our arrival at Macao, for which service they were to receive 3000 dollars, and 100 for each of the boats.

At daylight on the 23d we were prepared to start, but the Chinese tantalized us by making thole-pins, mending sails, &c.; at last we had the satisfaction of seeing two boats come down the creek, and anchor abreast of our dwelling. The people to whom the boats belonged now refused to let them go unless 150 dollars were given for each, and this after some demur was agreed to, as every moment's delay increased the probability of our falling into the hands of the officers; but no sooner had the blackguards been promised the 150 dollars than they increased their demand to 200. Here our friend Mingfong took our part and abused his countrymen for their rapacity, and declared we should not be so imposed upon, he would sooner take but one boat. All was at length settled. We had chowchow (amongst which they gave us

part of our own pork), and having bid good bye to those who were to remain behind, at about 8 A. M. the commodore and captain Elliot got into one boat, and myself and captain Elliot's servant (who was sick) went in the other; they made us lay on our backs at the bottom of the boat and covered us with mats. We got through the surf and out to sea without any mishap, as the weather was fine; further than that I knew nothing until about 2 P. M., when they uncovered us and gave us some rice. We had just finished our light repast, when the man sitting above hit me a pretty hard blow on the head, and made signs for me to lie down again; this I did, and was covered with the mat; a few minutes after I heard a rush as if some large boat were passing us, which was the case. They said nothing to us, but the other boat was hailed, and asked what was the news, and whether many vessels had been wrecked on their part of the coast; to which suitable replies were given, and we passed on: this was a mandarin boat! They little thought what a prize was within their grasp—the two plenipotentiaries. Doubtless we were throughout these three days of adventure and peril, in the special keeping of Providence. In about two hours, I again ventured to look up, and to my great joy discovered two ships anchored at a considerable distance. I could not recognize the land, and was quite mystified as to our situation; at last, I determined that it must be the Typa, and I was right: we passed to the left of Monkey island, and Macao opened to our view; glad indeed were we, and thankful for our deliverance. We saw a vessel not far behind working up for Macao, which capt. Elliot made out to be a lorcha, and we could no longer remain under cover, but throwing off the mats, stood upon the thwarts and waved our hats to attract their attention, at the same time telling the Chinese to give way, which they did most lustily. My boat was a faster one than the other, and consequently got alongside first, when I met with an unexpected reception: all the Portuguese and lascars were drawn up with swords, muskets, and pistols, so that I had nearly been shot at the moment of deliverance. However, captain Elliot's servant explained who were in the other boat, and we went alongside instantly; they had mistaken us for ladrones, hence the muskets, swords, and pistols. The commodore and captain Elliot were on board within a few minutes after us, and we were regaled with soft tack and pine-apple by the people on board, who seemed overjoyed at seeing us.

We soon came to in the Inner Harbor, and were all landed safely at the Bar fort; the commodore was in a blue worsted sailor's frock, a light pair of trowsers of four days wear, shoes and a low crowned hat; captain Elliot, in a Manila hat, a jacket, no shirt, a pair of striped trowsers and shoes; I had shirt and trowsers, no hat, and a pair of red slippers, borrowed of a Parsee on board the lorcha. The commandant of the fort was most amiable, and particularly anxious to turn out the guard for the commodore, who certainly did not look in a fit mood to appreciate such a mark of respect, his appearance bearing a close resemblance to a highly respectable quarter-master, who had been dissipating; consequently, the turning out of the guard was strongly

deprecated, and the idea abandoned by the gallant Portuguese. Steps were instantly taken to procure the liberation of those still left in the hands of the Chinese. A boat was dispatched to the island, accompanied by Mr. Thom, and all the crew brought to Macao on the 25th inst.

I hardly need add, that on our arrival at our quarters, we instantly cleaned ourselves, and fully enjoyed the comforts of a good meal and an uninterrupted night's rest, after what had been our lot to undergo, and which with God's help, we had so fortunately escaped—peril by water, peril by land, and peril of a captivity in the hands of the Chinese.

ART. VII. *Notices of outrages committed, May 22d, on the crew of a boat belonging to the ship Morrison, and on others who were resident in Canton.*

WANT of space in our last number compelled us to postpone these notices. On the morning of the 22d of May, a boat's crew from the ship Morrison, captain Benson, consigned to Messrs. Olyphant & Co., was fired on, and the officer and three passengers with all the crew, excepting one who was lost, were taken prisoners. Mr. Coolidge, of the house of Augustine Heard & Co., was soon after seized near his own factory by the Chinese, and carried a prisoner into the city. To understand correctly the bearings of these outrages, we must keep in mind the circumstances under which they were committed.

The high officers from the court of Peking, Yihshan and his colleagues, becoming aware of captain Elliot's design to withdraw the resident merchants from the provincial city, had endeavored to prevent this by declaring in the most unequivocal and solemn manner that *all* were, and would be, safe in their factories. Warned, however, by the constantly decreasing number of boats on the river, and by the daily departure of people from their homes and shops, foreigners made their best efforts to complete their business, and retire from the city. Captain Elliot's circular (see page 294) came out on the morning of the 21st, recommending a departure before sunset. This same day the hong-merchants came to the foreigners with a message, received the preceding evening from the lieut.-governor, declaring, 'that the Chinese did not intend to disturb the peace; that business should proceed as usual; that all the foreigners had better remain; and that the authorities would not commence hostilities;' &c. Copies of

the prefect's edict, confirmatory of all this, and bearing date 20th May, were sent to several merchants, English and American. Yihshan and his colleagues, also by proclamation, declared that no hostile purposes were entertained towards the foreigners in Canton. In the teeth of these declarations, the Chinese hastened on their secret preparations, and during the afternoon of the 21st, soldiers and arms were brought into the warehouses of the hong merchants, not far from the factories where foreigners were weighing teas!

Referring to the edicts of the prefect and high commissioner, and to the state of affairs at Canton on the 21st, Mr. Morss (partner in the house of Olyphant & Co.) thus wrote to a friend in Macao.

"The general inference was, that the Chinese authorities, expecting an attack by the English for which they were unprepared, issued these edicts to foreigners with a design to throw upon capt. Elliot all the responsibility of a renewal of hostilities. From advices received on the morning of the 21st of the progress of the force up the river, it was evident it would not reach this before the 23d or 24th. I considered it prudent, however, after captain Elliot's circular had appeared, recommending foreigners to retire from Canton before sunset, to be prepared to leave for Whampoa on the 22d, and arranged with captain Benson to return with two of his boats on Friday evening, Mr. Coolidge engaging to keep me company. With every assurance of protection from the Chinese authorities and of their peaceful intentions, we conceived ourselves perfectly secure in passing the night in our factories; although all the other foreigners had removed. At nine in the evening, the boats arrived from Whampoa. The linguist had that moment left me, and reported all quiet. Having made preparations for an early move in the morning, I continued writing until 10 o'clock, when the alarm of fire was heard, and the report of cannon. From the terrace we saw the burning junks moving towards the vessels at Shameen; but the shot were flying so near, that we were soon obliged to descend. At an early hour on Saturday morning, the comprador urged that we should leave before the Chinese soldiers assembled in front of the factories. Accordingly at 6 o'clock, one of the boats with the second officer of the Morrison, and Messrs. Millar, Taylor, and Gutierres, started for Whampoa. To guard against accident, in case of examination, the boat was provided with a chop, in Chinese, stating to what ship she belonged. Mr. Coolidge then parted with me, to go to his factory, saying he would soon return; having waited for him nearly two hours, a noise in front of the house attracted my attention, when I found, to my surprise, that the factories east of Hog-lane, were in possession of the mob, who were busily removing all their contents. At this moment Mr. Coolidge's servants came to tell me that he had been carried into the city. After looking upon this scene of plunder for a little time, and fearing it had already gone too far to be checked by the authorities, and that all the factories would share the same fate, I procured, but with some difficulty, the assistance of a police-man with his attendants, and under their protection (after the payment of sixty dollars), our second boat was carried from the hong to the river, the rabble being too intent upon plunder to give us more than a passing look. Once afloat, with a strong flood tide, we soon reached the Nemesis."

We now revert to the case of Mr. Coolidge, who had intended to go on board the schooner Paradox in the afternoon of the 21st; but

finding that many others were going in her, and that Mr. Morss would wait for the Morrison's boats, he concluded to remain, and go down to Whampoa with him on the morning of the 22d. From a letter detailing the particulars of his seizure, and of the imprisonment of himself and others, Mr. Coolidge has allowed us to make the following extracts.

"At this time [6 o'clock A. M.] all was quiet in the neighborhood of the factories. I went back, therefore, to my own house to see what was doing there, but found the doors closed, and the compradore and coolies gone. Returning to Mr. Morss, I was met at the head of Hog-lane by a body of soldiers, who rushed upon me with drawn swords, and would have cut me down, but for some of the factory coolies, who happened to be near and cried out that I was an American. At this moment, an officer with a red button came up, followed by about fifty men with spears and matchlocks, and took me prisoner. I was led away to the city in despite of remonstrances. The streets were full of soldiers, and coolies carrying cannon to the square in front of the factories. After a long march, we found ourselves in an open space quite near to the city wall, on the east. Here were Yihshan's head-quarters, and everything indicated the presence of a high functionary. There was a great crowd and movement, officers in any number, and of all degrees; with coolies, grooms, executioners, and guards; soldiers in uncouth dresses, evidently not of this province, and full of the worst spirit towards foreigners. In the streets I had been struck with a general air of unconcern, which I could hardly comprehend, considering how near the British forces were; but, here, it was the reverse; all was hurry and bustle, and messengers on horseback constantly went and came.

"We were approaching the place where Yihshan was, when an officer stopped us; and after a delay of many hours, during which I was exposed to the curiosity and savage abuse of the crowd, I was placed in a chair, and sent to the anchasze, or criminal judge. There, to my grief and surprise, I found upon their knees, in chains, bloody, and almost without covering, my clerk Mr. Gutierres, with the officer and part of the boat's crew of the Morrison. The poor fellows had been fired on immediately after leaving the shore; some had been lost or killed, and the rest wounded; the boat plundered, and the men put in irons and brought into the city. They were telling me these things, when the judge fiercely bade them to be silent, and ordered me to sit down at his feet. He then interrogated me, asking how many of these men were English, and bidding me tell the truth that he might cut off their heads! I answered, that they belonged to an American ship, which had been but two days at Whampoa. He said that all the Englishmen they took pretended to be Americans; and that we ought to speak a different language, and wear a different dress that he might know us apart! At this time, the sailors, exhausted from their wounds and exposure to the sun, fell down, not being able to remain upright, on the stone floor, any longer; and this man, one of the highest officers of the province, ordered his coolies to make them get on their knees again! They did so, with tears and groans, beseeching him for a little water, which was given to them on my saying they were innocent men.

"After much cruel and contemptuous treatment, we were taken to the common prison, where Mr. Gutierres and myself were lodged with the jailor, and the officer and seamen put into a cell; here, charged with no offense, in addition to the irons they already wore, they were chained two and two by the neck. In an adjoining cell was a man from Heängshan who had com-

mitted four murders, and he was less heavily ironed than they. Opposite were the Malays who belonged to the Scaleby Castle, pinioned so closely as scarcely to be able to move hand or foot.

"At 5 P. M. the doors were opened, and Mr. Millar was brought in. He was lying on a board, apparently insensible. His wounds had been so clumsily bandaged that he had fainted more than once from loss of blood; and in this way he had been brought through the streets. Next came Mr. Taylor; and shortly after a seamen, who had a deep cut in his head, and a wound in the side: from him we learned that nothing had been seen of the boy Sherry, after the boat was taken: he must have been killed or driven overboard and lost.

"We had remained for thirty hours without a word from any quarter, when two of the junior hong-merchants came, with some of the linguists, and proposed to me to go *somewhere*, and explain a chop which Mr. Delano, the vice-consul, had sent in. This I declined to do; and they left us, but returned shortly after to say that *I* might leave the prison, but made no reference to the men, nor gave any apology for the ill treatment we had all received. Of course, I refused to go under these circumstances. The next day, the Kwangchow foo came, and Howqua, and strongly urged me to go, saying, "it was all a mistake," &c. Their pressing the matter so earnestly made us suppose that the American men-of-war had arrived, and that they were anxious to get rid of us for fear of trouble with the commodore: on this account I was disposed to stay; but Mr. Millar was anxious to get away, and the men too, naturally enough; and I therefore agreed to go, Howqua promising for the Kwangchow foo that we should be honorably taken home, and that full compensation should be made to me for loss of property by the pillage of the factories. Accordingly we were put into chairs at the prison door, but the blinds of the sedans were taken away that we might be seen with insulted as we were carried through the streets. We had not gone far, when we met Yihshan, surrounded by officers on horseback and in chairs, and a tumultuous throng of soldiers and attendants; these no sooner saw us than they thrust our chairs aside, knocked off the tops with their swords, and howled and hooted at us as they passed. When they had gone, we were taken to the factories, and there left, among the ruins, without protection or shelter. I then went to Howqua and remonstrated; and he gave orders that we should be taken to the consoo house, and promised also that a chop for Whampoa should be procured from the Kwangchow foo; but at the consoo house, we were told the city gates were shut, and that no chop could be obtained. We were left therefore to speculate on the chances of the night. At last, word came that the English had landed in front of the factories; and our great anxiety now was to let them know of our situation; but no one would venture out—the coolies from fear of the English, and the sailors of the Chinese. After a time, some one volunteered, and had gone as far as the outer gate, when there was a cry that soldiers were coming; they proved to be the Cameronians, who, quickly forcing in the doors with their muskets, entered, with major Pratt at their head; capt. Elliot and Mr. Morrison were with him; and I cannot tell you with what feelings of good-will we looked on every one of those red coats.

"The soldiers made a litter for Mr. Millar and carried him to the factories, where his wounds were properly dressed for the first time since they had been received, now 60 hours! The sailors too were taken care of; and we were all soon sent off in the boats of H. B. M.'s fleet, the seamen and Messrs. Taylor and Gutierres to the Modeste, and Mr. Millar and myself to Mr. Dent's schooner, the Aurora, where we were most kindly received.

"Perhaps it may be supposed that, after all, the wounds received were

slight, and that I have exaggerated the sufferings of Mr. Millar and the others. It is not so. Two of the seamen had bullets in them, and a third had a deep gash in the head; Mr. Millar was most severely wounded; and Mr Gutierres has been ever since confined to his bed from the effect of injuries received that day. I cannot better close this statement than in the words of H. B. M. plenipotentiary, who in his proclamation of 17th June, to the people of Canton, says: 'It is well known that on the morning of 22d ultimo a disgraceful rabble, headed by the troops, burst into the factories, searching for merchants and innocent people, living there under the solemn protection of the government. And Elliot is well aware that the Chinese officers took a conspicuous part in this scene of outrage and plunder. Then let the treatment of some unfortunate Americans, seized by the officers on that occasion, be considered. Already severely wounded, they were heavily chained and mercilessly beat by the soldiers with their arms. These wretched people were then taken before the provincial judge, and this unworthy dignitary, forgetting all the principles of humanity and justice, treated them as if they had been felons, instead of being victims of the injustice of the high commissioners. Some of them were killed; and is it to be believed that a great nation will suffer this perfidy and outrage without vindication?'"

To the foregoing extracts, little need be added. The reasons which have been adduced by Mr. Morss for remaining in Canton, during the night of the 21st, are ample enough. Fuller assurances, and from higher authorities, could not be had. Personal security was promised, with complete indemnity in case of any loss.

The excuse, that it was all a mistake, is as unworthy as it is false. The firing on the boat was not a mistake. It was wanton barbarity. The soldiers knew the boat belonged to an American ship, for they were assured of this by a shopman who was with them. Knowing the men to be Americans, and that they must be recognized as such when brought before the authorities, what did these base men do? They gravely proposed to decapitate their prisoners, and go with their heads (which could tell no tales) and claim the rewards, offered by the high officers for the heads of Englishmen! It was these same soldiers, who, on a subsequent day, denounced certain natives as traitors, and then took their heads in order to claim a reward. And, if the truth should ever be disclosed in this world, it may yet appear that the head of the poor sailor-boy was taken for this same wicked purpose. Young Sherry was the son of the harbor-master of New York. When the Morrison was on the eve of sailing, his mother came to the wharf, and begged the captain and the mate of the ship to be kind to him, and careful of his welfare. One of the sailors saw him struck and taken hold of, as they ran the boat in, near the shore, alongside of larger craft lying there. From that moment, nothing more do we hear of the boy Sherry. The story of his loss will be a melancholy one to his afflicted parents.

Had a Chinese lost his life under similar circumstances, and by *foreign* hands, what would have been the conduct of the provincial government? *Life for life* would have been the demand; and failing to apprehend the guilty, the innocent would have been made to suffer. In the present instance, the high officers promised security, and reparation should any loss be sustained. What reparation have they made? What can they make? Can they indemnify Mr. Millar, Mr. Gutierres, and the wounded seamen, for the injury they received? It would be cruel mockery to talk of reparation to the bereaved parents of the unfortunate Sherry. But will a great nation pass these things by unnoticed, and allow the guilty to go unpunished? Shall no investigation be made? Shall no remonstrance be lodged against the faith-breaking and treacherous officers of the celestial court? We have been told that when these innocent men were lying with chains about their necks in prison, the address of the vice-consul, sent up from Whampoa demanding their release, was not only sent back to him, but was returned unopened! Conduct such as this needs no comment. If it may go unrebuked, then farewell to all national honor, to all personal safety. We hear that Mr. Morss intends, on the arrival here of commodore Kearney, to submit to him the case of these outrages. We do not indeed know what instructions the commodore may bear; but surely if such wrongs are to be passed by unnoticed, it will only induce contempt and lead on to the repetition of these outrages. Whenever he arrives, he will, we trust, do his duty, and honorably maintain the dignity and rights of his country.

ART. VIII. *Journal of Occurrences; meteorological observations; nautical surveys; capture of forts above Canton; Yihshan's memorials; tyfoons and losses thereby; reöpening of British trade; transportation of the ex-governors Lin and Tăng; imperial commissioners; indemnity from the Chinese; British expedition; prospects of the war; sickness and deaths; Mrs. Noble's departure for England.*

FOR the meteorological observations, nautical surveys, account of the capture of the heights above the city of Canton, narrative of the loss of the cutter Louisa, &c., we present our best thanks to those gentlemen who have enriched our present number with their very

valuable and interesting papers. Always such communications for the pages of the Repository will be acceptable.

In the meteorological tables, the careful reader may detect a few errors, most of which, however, are of such a nature that they can be easily corrected.

In the nautical surveys, whenever practicable, the introduction of Chinese characters, for the names of places, will tend to remove any embarrassment resulting from the use of different European systems of orthography. The Chinese names, in their own character, should always be inserted, if it be possible to obtain them. It would be well, if each surveyor on the coast could be accompanied by a native assistant.

The narrative of the capture of the forts above Canton, we hoped to have been able to illustrate by subjoining to it a plan of the city and of the heights, &c. This we shall endeavor to give in a subsequent number. The only *Tartar* troops in Canton are those in the city, under the command of the commandant. All those who have been called to Canton from the other provices are Chinese, *not* Tartars. The numbers appointed by the emperor, given us by a native friend, are thus: 10,000 from Szechuen; 5,000 from Kweichow; 5,000 from Hoopih; 5,000 from Hoonan, 5,000 from Kwangse; 10,000 from Keängse;—on the rolls presenting a grand total of *fifty thousand fighting men.* Probably the actual number did not exceed 35,000; and of these we doubt if more than 20,000 were in or near the city. Putting it at 20,000, and adding an equal number for the provincial troops, will give Yihshan and his compatriots 40,000 soldiers for the defense of the provincial city, against less than 3000 British troops and a few small ships of war. The troops seen on the hills, on the 30th, were villagers, who had banded themselves as *e ping*, or 'soldiers of righteousness,' headed by leaders chosen by themselves, each village having its own standard and chief, numbering in all perhaps twenty-five thousand. It was well for these fellows that they dispersed themselves when they did; for dreadful indeed would have been the havoc, within and without the city, had they spurned the orders of the prefect and magistrate who bade them (or rather coaxed them to) retire.

Yihshan's memorial, with all its errors, contains some unwelcome truths for the imperial ear. It is said that many innocent men—soldiers and others, natives of Canton—were denounced as traitors by the troops from the other provinces: hence the *civil war* in their own camp within the walls of the city. Yihshan has given a false coloring to this part of his report; and at it the people of Canton are highly indignant. A second report, and of a later date, is in circulation. It is full of falsehood and deceit, but givves some important information touching the course of policy to be pursued towards foreigners. There can be no doubt that the provincial government and imperial commissioners will proceed to active measures of defense as soon as it may be done with impunity.

Tyfoons, and losses occasioned by them, on the 21st and 26th

instant have occasioned great distress. The state of the atmosphere in Macao is indicated by the following notices furnished by Mr. Beale.

Wednesday the 21st.			*Monday the 26th.*		
8 A. M.	29.42	N. W. showery fresh.	7.30 A. M.	29.17	N. W. rain.
9.30	29.32	N. W. fresh wind.	9	28.94	N. W. heavy rain.
10	29.25	N. rainy.	10	28.94	W. high wind.
11	29.15	N. rainy, squally.	10.40	29.00	S. W. rain, high wind.
12	29.03	N. E. strong wind.	11	29.08	S. W. do.
1 P. M.	28.96	N. E. hard gusts.	0.25 P. M.	29.25	S. W. do.
2	28.92	E. N. E. harder gusts.	1	29.33	S. S. W. moderating.
3	28.94	E.	2	29.37	S. gusty.
3.30	29.04	E.	3	29.40	S. less wind.
4	29.10	E. misty.	4	29.44	S. heavy rain.
5	29.21	S. E. rain, gusty.	5	29.49	S. do.
6	29.27	S. hard puffs.	6	29.53	S. do. from wind.
7	29.34	S. rain, moderating.	7	29.58	S. high breeze.
8	29.38	S. rain, moderating.	8	29.58	S. rain.
9	29.45	S. rain, high breeze.	9	29.64	S. rain.
10	29.53	S. rain, strong breeze	10	29.68	S. rain.
11	29.54	S. rain.	11	29.70	S. fresh breeze.
12	29.54	S. fresh breeze.	12	29.70	S. fresh breeze.

The wind from the north in the first tyfoon was remarkable for its strength and duration. The effect upon vegetation in Macao was very destructive, everything appearing as if it had been scorched; the air was filled with salt spray. Fortunately, the greater part of the rice crop in this vicinity had been harvested.

The above table shows that the wind on the 2d day veered from N. round to W. and S. W; but at Whampoa and Hongkong, we have been told, it veered from N. round to E., S. E., and S. W.; this would indicate, according to the theory of Redfield, that the vortex was between Macao and Hongkong.

We regret that our information respecting these tyfoons is so limited, and shall feel particularly obliged by any additional information that may be communicated for our next number. Native craft of every kind has suffered severely. One instance is thus described in a letter to the editor of the Canton Register, written July 24th, by captain W. Fraser of the Good Success. He says—

"On Thursday, the 22d instant, at daylight, blowing strong from the S. to S.E., we passed a quantity of wreck, chairs, &c.; at noon moderate with a heavy sea; observed a man on a piece of wreck close to the ship; shortened sail and instantly hove the ship to; lowered the quarter boat, and fortunately picked the poor fellow up, in the last state of exhaustion. From his account he had been three days adrift, on the piece of plank from which we took him; he is a native of Portugal, and had been a seacunnie on board the schooner 'Rose,' from the east coast, bound to Macao; which vessel appears to have foundered during the dreadful tyfoon of the 21st instant, when the unfortunate commander and crew met a watery grave.

"At noon, the Grand Ladrone bearing N. ½ E. distant 29 miles, after securing the boat and making sail, observed a junk off the weather bow, with loss of mizzen-mast, making signals of distress; hauled up, and passed close to windward of her; she appeared to be a total wreck and sinking; the whole of her sails, bulwarks, and rudder were gone, and the sea was making a continual breach over her: she had a numerous crew on board, who were

making most earnest intreaties on their knees for assistance; hove the ship to, lowered both quarter boats, and fortunately succeeded in taking off the whole of the crew, 46 in number; the poor fellows, when safe on board, knew not how to express their thankfulness for their narrow escape from the awful death to which they were so imminently exposed; the junk was evidently settling down fast in the water, and no doubt in a few hours more would have sunk.—I feel thankful to Providence that made me the humble means of saving so many human beings from a watery grave; at the same time I assure you I feel thankful for my escape from the late severe weather; for although we had not a tyfoon, being well to the southward, still we encountered a heavy gale from the S. W., with a tremendous sea, which endangered the ship in running before it, and forced me to lie to for nearly 18 hours under a close-reefed main-topsail."

How different this treatment from that shown to those who were on board the unfortunate cutter Louisa. Our readers cannot fail to be interested in the narrative, given in preceding pages, of the loss of that vessel. She was brought out from England, and formerly belonged to the factory of E. I. Co. in China; on the arrival of the king's commission she was taken into royal service, and ever since has been a conspicuous object; repeatedly under fire, from the Chinese forts and men-of-war, she always escaped unharmed. But she could not withstand the dreadful fury of the tyfoon. She started from Macao on the morning of the 20th in company with, or a little before, the Young Hebe—both bound to Hongkong. The Young Hebe returned to Macao dismasted in the forenoon of the 23d, having narrowly escaped shipwreck, near Chungchow off the southwest extreme of Lantao. The Louisa was reported to have been last seen by the people in the Hebe three or four miles ahead of them, in the Lantao passage, rather far to leeward. Of her fate, however, nothing was reported in Macao, either by boats or by the steamers that came in during the 23d, and the morning of the 24th, and great anxiety began to be felt for the safety of those who were in her. From I-chow, she seems to have been driven on towards Chook-chow, round the Great Ladrone southward, and thence almost due west to the place where she struck: this was south of Santchou, on an island north of Ty-loo. The proper name of island we do not know; its south point is called 鐵爐 *Teĕ-loo*, and its northwestern 高瀾 *Kaoulan;* and 飛沙村 *Fei-sha tseun* is believed to be the village near which the cutter was lost.

Totally lost. H. B. M.'s cutter Louisa; ships James Laing and Prince George; schooner Rose; Snarleyyow; and Black Joke.

Wrecked or on shore; transports Framjee Cowasjee and Nazareth Shah; brig Jane; schooner Sylph.

Dismasted or otherwise injured; H. B. M. ship Sulphur, schooner Young Hebe; and brig Algerine; ships Penang; Royalist (late Mary Gordon); Isabella Robertson; Austin; Fatima; Urgent; Pestonjee Bomanjee; Sulimany; Helen; Beulah; America; City of Palaces; Arun; Mermaid; John Barry; Agnes; John Tomkinson; Betsy and Sarah; City of Derry.

The Dutch ship Middelburg, bound from Batavia to Japan, encountered the tyfoon on the 25th, and came into Macao Roads on the 31st for repairs.

British trade at the port of Canton has been reöpened by a proclamation, issued on the 16th instant, in obedience to the imperial will, by the three commissioners Yihshan, Yang Fang, Tseshin, and the governor and lt.-governor of Canton, Ke Kung and Eleäng.

Ex-governors Lin and Tăng have been ordered to be transported to Ele, in disgrace; and there they are to try to make atonement for their crimes committed against the state. The order for Tăng came during the first tyfoon, on the 21st, requiring his departure *instanter*. A similar order was sent for Lin in Chĕkeäng. It is generally *supposed* that Keshen is again in the ascendant.

The three commissioners now in Canton, it is said, will shortly proceed to Peking, and the troops from the other provinces return "in triumph" to their homes! The death of Lungwăn occurred near the close of the last month; from some superstitious notions, the demise of this commissioner was for a time concealed from the public.

Indemnity from the Chinese has been obtained for the Bilbaino, the Black Joke, and in part for the property lost by the destruction of the factories in Canton: the whole, we suppose, will soon be forthcoming. N. B. In the items of *ransom money*, given on page 349, in our last, the sum of $280,000 should have been $380,000.

The British expedition is still at Hongkong, and its future movements are uncertain. Some reïnforcements have arrived during the month; among them is the H. Co.'s armed steamer *Phlegethon*, in construction, armament, &c., quite like the Nemesis.

The prospects of the war at present are much clouded. Has the emperor changed his purpose? Is the decree for extermination revoked? Is the hostile attitude all at once to be exchanged for peace? Are the demands of the British crown about to be granted? But will foreign merchants, or foreign diplomatists, put any more faith in the promises of this perfidious government? *Apparently* there is a change in the councils of the government, and there are signs of a disposition to yield. Their reality will soon be tested.

Sickness and death have prevailed much among the military and naval forces, since the capture of the heights; the sickness has abated, and the deaths are becoming less frequent. The Chinese troops also have suffered. Nor have the foreign residents escaped without admonition. One of our oldest residents, James Innes esquire, died on the 1st instant, aged 55 years. There have been some other deaths during the month.

Mrs. Noble, widow of captain Noble, of the Kite, sailed for England on the 15th, in the Appolline, captain Deane. Subscriptions in China for Mrs. Noble, made by her countrymen and other foreigners, have been raised to near ten thousand dollars. Donations are also being made in India on her behalf.

Date Due

Ap 18 '45			
Ap 27 '45			
F 4 '46			